

# EMPLOYEES' MAGAZINE

The Union Pacific Coal Company

ROCK SPRINGS

SUPERIOR

RELIANCE

HANNA

WINTON

## ★ ★ CONTENTS ★ ★

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OCTOBER, 1938



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# EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY

VOLUME 15

OCTOBER, 1938

NUMBER 10

## Ceremonies at Dedication and Unveiling of Monument Commemorating the Seventieth Anniversary of the First Mining of Coal at Rock Springs, Wyoming, Saturday, September 17, 1938

SATURDAY, September 17, 1938, was a memorable day in Rock Springs, not for its brilliant sunshine and gloriously clear air, exceeding the proudly boasted weather with which annual Old Timers' reunions for the past several years have been favored, but for the presence of many citizens and distinguished guests who had assembled from near and far to witness the dedication and unveiling of a monument commemorating the seventieth anniversary of the first mining of coal in Rock Springs in the year 1868. The monument is a rough granite boulder, about six feet high, five and one-half feet wide, and from sixteen to eighteen inches thick. It was removed from the surface at a location north of Rock Springs and placed on a concrete base in the park west of the Union Pacific depot above old No. 1 Mine. It bears on one side the engraved inscription:

BENEATH THIS MONUMENT  
COAL WAS FIRST MINED  
IN THIS DISTRICT

SITE OF  
UNION PACIFIC NO. 1 MINE  
A. D. 1868  
ERECTED SEPTEMBER 17, 1938

The dedicatory services were held in the park near the monument, beginning at 10 A. M. The Union Pacific Coal Company Community band of Rock Springs, under the leadership of James F. Sartoris, rendered music appropriate to the occasion, prior to and following the services.



Hon. T. S. Taliaferro, Jr., from his long association with both the Union Pacific Railroad Company and The Union Pacific Coal Company, most fittingly acted as Master of Ceremonies. In presenting Mr. Taliaferro, Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, said:

"Before the program covering this morning's formal exercises begins, I beg the privilege of saying a few words as President of The Union Pacific Coal Company, the successor since 1890 of the Coal Department of the Union Pacific Railroad.

"First, I wish to express my most sincere thanks to our distinguished guests who came long distances to assist in making this day a memorable one, a day really devoted to the pioneer men and women who initiated the coal industry in Wyoming.

"Wyoming did produce a little coal before 1868, the first record of production that of coal dug by soldiers for frontier army posts in 1865. As a matter of fact, Wyoming coal was first made of record by General John C. Fremont, the Pathfinder, who, in 1843, found coal a few hundred yards from where our old Cumberland mine office formerly stood. It was because army men discovered and first dug coal in Wyoming, as well as for the compelling

part that they took in building the Union Pacific Railroad, that the presence of the distinguished soldier with us today is singularly appropriate.

*The Employees' Magazine is distributed to employees free of cost. Subscription to other than employees \$1.50 per year.*

*Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Co., Rock Springs, Wyo.*

"That changes almost unbelievable have taken place in the seventy years that have passed since ground was broken for Number One Mine, no one will dispute. As one interested in mines and mining people, let me try very briefly to take you back to that day.

"The work day was then very long. I cannot say what the hours and rates of pay were, but 22 years later our records show that white labor was paid \$2.10 to \$3.00, and Chinese and Japanese labor \$1.65 to \$3.00 for ten hours work. Tonnage rates were based on screened coal, no payment whatever was made for the slack. The tonnage worker furnished his own powder and his own tools. When the miners went in they carried a bunch of freshly sharpened picks to under-cut the coal. There were no mining machines and no mining locomotives in that day, and I have no doubt that mine cars were frequently very scarce.

"Instead of Edison electric lights, the men carried little oil lamps with cotton wicks and an iron lamp pick with which to lift up the wicking. The lamps gave but little light, but they did produce much ill-smelling smoke. Mr. Pryde told me some years ago of witnessing the fantastic flickering light of many oil cap lamps as the men swarmed across the snow-covered ground to the mine in the early hours of the winter days. There were no street lights in Rock Springs in that day, in fact no electricity, and the men had to wear their cap lamps to see their way about. 'Old Timer

Charlie Smith,' the first electric mine locomotive ever built, which now stands in front of our Old Timers' Building, was not purchased until May, 1892. The men left and returned to their homes in their pit clothes. There was little that was comfortable in the old days but the pioneer men and women were courageous and cheerful.

"Mr. Pryde, Mr. Bayless and myself, somehow felt that this was an appropriate year to permanently monument the location of Old Number One Mine, marking, as it does, the seventieth anniversary of the first mining of coal in this district, and so we are gathered here for that purpose and to do honor to those who blazed the trail for we who came later.

"And now to my real task, that of asking the Hon. T. S. Taliaferro, Jr., great lawyer, flockmaster, farmer of land 6,500 feet above sea level, banker and merchant, but most of all an Old Timer in our Company of fifty-four years service, and an outstanding citizen, to take over the meeting as Master of Ceremonies. Mr. Taliaferro."

Mr. Taliaferro said that as the purpose of the meeting was to perpetuate the traditions of this community, such a great or important matter should not be undertaken before first invoking the blessing of the Deity. He then invited Rev. S. A. Welsh, Pastor of Church of Our Lady of Sorrows, Rock Springs, to offer the invocation after which Mr. E. V. Magagna, City Attorney, was called upon to represent Mayor W. A. Muir, who was unavoid-



*Unveiling of the monument by Mary Lou Korogi, of Rock Springs.*

ably unable to be present. Mr. Magagna said:

"Due to the absence of Mayor W. A. Muir, I have the honor of welcoming our guests in behalf of the City of Rock Springs.

"Mayor Muir regrets very much that he cannot be present, as he would like to welcome each and every one of our guests not only officially as Mayor of the City of Rock Springs, but also personally as a citizen of Rock Springs.

"The City of Rock Springs in the past has had many guests from outside, but I do not believe that during the seventy years that coal has been mined here that it has ever had as large a group of distinguished guests at one time.

"We citizens of Rock Springs realize that this has been made possible by The Union Pacific Coal Company and the Union Pacific Railroad Company, and appreciate the action of The Union Pacific Coal Company for having this dedication ceremony for many reasons, but particularly because it is the occasion for bringing so many very distinguished people to our City.

"I am going to follow the advice of the Dean of my law school who said that in making an address of welcome, one should remember that there are speakers to follow and not try to steal their thunder, also that no matter how flowery a speech of welcome may be, when boiled down it can only express these sentiments—which are the sentiments of the City of Rock Springs:

We are very glad you are here.

We hope that you can make your stay a long one.

We will try our best to make it a pleasant one.

We hope that each and every one of you will come to visit us again soon and often."

Following Mr. Magagna's address of welcome, Mr. Taliaferro introduced several distinguished guests, among them being:

Mrs. Patrick J. Quealy, former resident of Rock Springs, now residing in Kemmerer; a beloved lady whose husband had been for many years largely identified with the coal mining industry in Wyoming.

Hon. Fred H. Blume, Chief Justice of the Supreme Court of Wyoming.

Mr. Warren Richardson, prominent citizen of Cheyenne, and member of the Historical Landmark Commission of Wyoming.

Mr. Joseph S. Weppner, of Rock Springs, another member of the Historical Landmark Commission of Wyoming.

Hon. W. E. Mullen, of Cheyenne, former Attorney General of Wyoming, and father of Wyoming's first Workmen's Compensation Law which has been widely copied by other states.

Mr. Tracy S. McCracken, of Cheyenne, journalist and Dean of the Wyoming Press.

Brigadier General Ernest D. Peek, Commanding Officer of Fort Francis E. Warren, Cheyenne, also graced the meeting with his presence. In introducing General Peek, Mr. Taliaferro recalled that another distinguished soldier, Major General Chas. A. Coolidge, had been, for many years, a resident of the City of Rock Springs.

The words of Hon. B. B. Brooks, former Governor of Wyoming and at present Chairman of the Wyoming Historical Landmark Commission, were especially appropriate for these ceremonies and struck a responsive chord in the hearts of all his hearers, young and old. His address in full follows:

"Friends, the other members of the Wyoming Historical Association have been introduced to you, so I am glad to see today all three members present, because for several years, and for many years, they and others have been engaged in erecting monuments in various sections of Wyoming to preserve the ideals and heroic efforts of the pioneers and the soldiers who fought the Indians here in the early days, and I assure you it is a great pleasure for all of us to be with you. It is an honor to belong to this commission, even if we do serve without compensation.

"I note that the dedication and ceremonies today, the unveiling of this monument, are to commemorate the seventieth anniversary of the discovery and mining of coal in Rock Springs; the bringing forth to light and usefulness one of the most vital and important products of our great state today, and in the intervening years, in developing an industry that perhaps has done more to bring forth the real civilization of this great intermountain country of ours than any other industry. Perhaps it has done more to dignify labor, to make it possible for men to acquire a home, to rear their children, to give them advantages and educational facilities so outstanding in our State, and as we see this monument, which we are to unveil, I am reminded of a trip I made just a week ago today, to a monument in our sister State of Colorado, a granite monument commemorating the discovery of that great Berthoud Pass, in early 1861, by Captain Berthoud, and in July of that same year, that trail was surveyed and opened by another great western character, whose monument you are all familiar with—old Jim Bridger. And as I stood by that monument, a week ago today, I noticed that elevation of 11,315 feet, with pines still growing, and there all around us were those great gigantic mountain peaks, rearing far above timber line, their sides still covered with the everlasting snows, a wonderfully beautiful sight, and near us a little spring of water, which had been gathered together by those pioneers of Colorado in a cement-lined

ditch and carried underneath that great No. 40 Highway, and there just beyond us, that stream diverts and one branch of it flows to the west, to the Pacific Coast—to San Francisco—1,277 miles distant, and the other flows to the east and empties into the Father of Waters and the Gulf of Mexico.

"I took the pleasure of dipping one corner of my handkerchief in the water that flows to the west and one corner in the water that flows to the east, and I wish I had the power to express to you, to picture to you, if I could, the achievements of this great American people during that period when Captain Berthoud discovered Berthoud Pass in 1861, until the present time; a period of achievement covering the development of those commonplace things we have today—the radio, the telephone—all unknown and undreamed-of, and today, as I stand here celebrating the seventieth anniversary of the opening of your coal mines, I recall that fourteen years later, I visited your city—then a little mining camp. As I passed through your city on my way west to the headwaters of the Snake River, I little dreamed that, in fifty-six years, I again would have the pleasure of visiting this community, and celebrating this great advancement in civilization which you have achieved, and I feel that no words of mine could amply portray the influence which the coal mining industry has had, not only on Wyoming, but on all these great intermountain states—the most American part of America today. I am not going into that today. I just wish to express the pleasure of being with you. I have had many true friends in Rock Springs, when I had need of them. I deeply regret that many of them have passed to their reward—a few are left—but I miss those who are gone—I miss their kindly faces—I miss their wholesome encouragement—I miss their loyalty. That, to me, was above price and above words. And today, speaking in behalf of the Historical Landmark Commission I would only like to emphasize the importance of these monuments that they are building in this State of Wyoming, in order, if they can, to preserve that pioneer spirit in the hearts of their children; to preserve, if they can, the importance of good homes, the importance of education, the importance of the privilege of living in this great mountain country of ours—things well worth striving for—well worth preserving, and, after all, when all is said and done, there are only two things that go to make a community successful, or an individual life prosperous and happy—that is, common sense and common honesty. And all there is to common sense is the ability to distinguish between important things and unimportant ones.

"And so, standing here today in behalf of the Wyoming Commission, I express grateful

acknowledgment to The Union Pacific Coal Company for their efforts in preserving and keeping before you the importance of this great mining industry of ours, and, in conclusion, I only wish to say that, while in America today, we have millions of idle people, with mother earth, with air and the soil around them, if permitted to produce all they could, if permitted to ship the surplus to the world, if nature were permitted to function normally, every idle man would be at work. I believe in production. I believe in distributing Wyoming products to the needful. I believe in going into mother earth, and the more you produce from the soil, the better it grows, and the soil in Eden Valley will be better fifty years from now than it is today.

"So let us preserve the ideals by these monuments, and let us truly, if we can, maintain the spirit of loyalty to America that inspired the early pioneers of America."

In his introduction of another prominent guest, Chairman Taliaferro said that "Sweetwater County has not been wont to send forth into the world her citizens to act as mere ciphers in the lives of men, and the destiny of the country. I present to you a former resident of this County, whose praise is hymned by loftier harps than mine, Mr. William M. Jeffers, President of the Union Pacific Railroad Company."

Mr. Jeffers was warmly greeted.

"Sometimes," he said, "I am inclined to wonder about Mr. McAuliffe and the demands he makes from his only customer of consequence, the Union Pacific Railroad Company. He continuously urges us to burn more coal, to advance large sums with which to build mines, power houses, Old Timers' buildings, community houses and other expensive luxuries. Then he continuously urges me to come out to meet you and to see just what is going on. Well, coming to Rock Springs is like coming home to me and that I do not see you more frequently I can only plead that I have a great many places to go to, in my efforts to make this railroad of ours of still greater service to our patrons.

"I think that you will all agree that much has been done to improve the living conditions in Rock Springs in the past few years. Pavement, sewers, the splendid high school building in front of us and an adequate lighting and water service are improvements worthy of mention. We have gone along with you in all betterment plans, willingly and cheerfully; that we will continue to do. Many of you have looked in on our new power plant. I am sure that you feel that it is quite up to date, but regardless of that fact, Mr. McAuliffe says another extension will be required in the near future. It might interest General Peek as an engineer to know that both of our Rock



*The monument which was dedicated Sept. 17, 1938, to the commemoration of the first mining of coal at Rock Springs, Wyoming. The monument is of granite and is located in the Union Pacific Railroad Company station grounds.*

Springs mines, a half mile or less northeast of us, are now under the mountain two and a quarter miles. Depth and distance calls for more electric power. The commercial mines that we serve are also getting older and deeper.

"Many of you have seen the picture of Old Number One Mine tippie taken about 1880, and which stood just a few hundred yards east of this spot, until it was dismantled in 1911. In the old days, when my territory was not as widely scattered as it is today, I spent much time around Number One Mine trying to keep a sufficient supply of cars, largely thirty-ton capacity box cars, on hand. I think I can also recall some of the complaints of the miners of that day relative to pit car shortages. They called it, sometimes with emphasis, a 'poor turn.' In those days we thought Number One was a great mine when it got out 1800 to 2000 tons in ten hours. Mr. John W. Hay, who is with us today, was train dispatcher in the old days and he will recall our car supply problems. This afternoon I expect to go into the new D. O. Clark Mine at Superior, which has been built for an ultimate production of 7500 tons daily, or about four times the capacity of old Number One. This is in keeping with modern progress.

"It was indeed fine of our Coal Company officials to perpetuate the memory of Mr. Clark, a great pioneer, by giving his name to the new mine. Our properties have a great tradition behind them, and all over the west thousands of men now successfully engaged in other lines of business are proud to say that they at one time worked for the Union Pacific Railroad or the Coal Company. I hope that there will be men alive forty or fifty years hence, who will also boast that they helped develop and worked in the new D. O. Clark Mine.

"What is being done toward modernizing the Coal Company, including the building up of what I understand to be an outstanding mine safety record, is only in keeping with what this railroad of ours has been doing for years. The Union Pacific Railroad has been at the top in safety, safety both for passengers and for employees. We pioneered the streamlined train, the most notable step made by any railroad since railroads came into existence, and we have not yet even considered resting on the progress made, we propose to continue in the lead as the years pass.

"I feel it a great privilege to be here today and I am sorry indeed that Mr. Harriman, Mr.

Gray and Mr. Charske found it impossible to be with us. I look on it as a great compliment to our Coal Company and its 2600 officials and employes, for the Governor of Wyoming, the Chief Justice of the State Supreme Court, General Peek, Commanding Officer at Fort Warren, former Governor Brooks, General Mullen, who wrote the workmen's compensation law, which I am told is yet the best law of its kind that has been written, and our other distinguished guests, to come here to participate in these exercises commemorating the beginning of the coal industry in Wyoming. Thousands who pass through Rock Springs will read the inscription on this rugged slab of granite from our passenger train windows, as the years flow by."

Mr. Jeffers had been present at The Union Pacific Coal Company's Old Timers Association's reunion in 1929, but this was the first opportunity the citizens of Rock Springs and vicinity had for several years of coming intimately in contact with him. His address was accorded the closest attention.

It was fitting indeed, as Chairman Taliaferro stated, that "little fair hands should pull the cord and unveil the monument." It was especially fitting that those little hands should belong to Mary Lou Korogi, the granddaughter of Charles Spence, a former worker in No. One and other mines.

Governor Leslie A. Miller has been heard in Rock Springs on previous occasions, but probably never before have his words touched the hearts of his listeners as at this time when he reviewed the history of the building of the Union Pacific Railroad, the hardships endured by the miners in the early days and the courage with which the pioneers surmounted the difficulties in building a modern city and making living conditions in Rock Springs such as they are today. The complete text of Governor Miller's address follows:

"We have gathered here today to celebrate an occasion important indeed to Wyoming—the seventieth anniversary of the first production of coal in the State. It is fitting that such a celebration be held here and among the men and their families of Rock Springs and the surrounding camps where coal is now mined in such quantities as to provide a living for thousands and to support the schools, the churches and the other advantages which did not accrue to the coal mining localities of the early days.

"Having lived in Wyoming a good many years and having witnessed a great part of the growth of the coal mining industry, it is clear to me the miners are doing a good job. Not only that, but I am glad to say, also, that the citizens of the coal camps equal, and frequently excel in character and conduct, those who, to some extent perhaps enjoy wider opportunities for education and culture. If this

is a tribute, it is deserved and comes from one who has your fundamental interests at heart, I hope you will believe.

"When I was invited to speak here today and gave thought to what could be said at such a time, I tried to project my mind back over the seventy years during which coal has been steadily mined within sight of where we now stand. Seventy years is a long time—it is the Biblical limit of man's life, and it is much longer than I can remember. I am told that but 365 tons of coal were mined here in Rock Springs in 1868, although the mines in Old Carbon, one of our many 'ghost mining towns,' produced 6,560 tons in the same year. Such was the start then made. During the year 1937, Sweetwater County alone produced 3,641,839 tons, of which The Union Pacific Coal Company, whose guests we are, produced 2,751,439 tons, or more than three-fourths of the county's production. Such serves to represent the importance of the coal industry, its management and its employes, to Wyoming and this community.

"Let me try to take you back to the year 1868. The United States census figures show that in 1870, two years after Number One Mine was opened, Wyoming had a population of but 9,118; today the population approximates 230,000. In 1870, the population of the whole United States was but 38,558,371; today it approximates 130,000,000. Rock Springs had but a handful of people in 1868, and produced but a handful of coal, so it can be said that Rock Springs and the Wyoming coal industry have since 1868 made their due contribution to our state and national growth.

"It is hard for some of us to vision this spot in 1868. You know that the floor of old Number One Mine is less than sixty feet below where this monument now stands. The men who worked in the mine came from every quarter of the globe, Europeans and Asiatics, with, I am told, Americans from the coal fields of Pennsylvania and Missouri predominating. These men were pioneers. I am also told most of them lived in dugouts along the banks of Bitter Creek, your stream of erratic behaviour. Perhaps their greatest trial was a water supply which was then hauled by the railroad from Green River in small tank cars. In several respects water has always been a problem to this part of Wyoming.

"But few women and children lived here in the early days of old Number One Mine; however, some of these women are yet talked of for their Christian charity and the other fine attributes that pioneer women usually possess. In those days the women nursed the sick and injured, prepared the dead for burial and not far from me there sits a lady who a half century ago read the 'prayers for the dead'

while the men folks, unconscious of her Christian ministrations, lowered the body into the grave 'without benefit of clergy,' as it were. They did not know what was taking place back of a window a few hundred yards away.

"I could speak for hours of the pioneer men and women of Wyoming—they wrote pages in a wonderful history and all of us do them reverence. But I must get along. I do want to remind you of another aspect of the early days of this industry. Coal mining was only a part of the development of this western country and could not have been brought into existence on any large scale at all had it not been for other factors. May I again take your mind back?

"The railroads which conquered this great western country made coal mining a positive necessity. The Union Pacific Railroad, projected in 1865 by the beloved Abraham Lincoln, reached Wyoming in 1867 and Rock Springs in 1868. It is interesting to comment at this point upon the influence the United States Army had upon the building of this pioneer in transportation. The military service contributed a great part of the engineering skill required in laying out and thereafter constructing the roadbed. General Grenville M. Dodge, a West Point graduate, left soldiering at the age of thirty-five to become Chief Engineer of the Union Pacific Railroad. The army furnished the guides and the guards who protected the construction parties from attacks by hostile Indians. It is entirely consistent with our celebration here today that we have with us a representative of the United States Army in the person of General Ernest D. Peek, Commanding Officer of Fort Francis E. Warren at Cheyenne, and it is fitting, also, to have this particular officer because of the fact that he, like General Dodge, had his early experience with the Engineering Corps. With that detail of the army, General Peek was an officer at Yellowstone Park, in Wyoming, more than thirty years ago.

"I have always felt it a privilege to know the men in the Wyoming coal mining industry. Somehow, with numerous branches of industry throughout the country almost continuously engaged in some form of industrial strife, the operators and mine workers in Wyoming seem to work together like a well-oiled machine.

"I have observed from time to time the selection of men by the unions as their leaders. By and large, they have been men who labored hard and consistently for larger pay and better living conditions for the men and the families they represented—they did their work well and intelligently. I am sure the peace which prevails today in the coal mining camps of Wyoming and which has prevailed over so long a period of the past is a commentary upon the type of men who have made up your

groups of leaders as well as your rank and file. I feel, too, that the results achieved in Wyoming furnish the undeniable proof that collective bargaining is productive of much benefit to all concerned in promoting the general welfare of men, their families and of industry. That this is recognized by the men who manage the coal industry in Wyoming is one of the chief contributions to the stability of coal mining in the West. To the miners and to men like Mr. McAuliffe, I pay my greatest respect.

"Perhaps one of the finest achievements that might be credited to the industry in Wyoming is the marvelous progress made towards the elimination of mine accidents, the record of your largest coal company and the state perhaps standing above that of all other coal mining regions in the United States.

"We have talked of the past in this industry and before I close, it might be well to contemplate the future for just a moment. I have an abiding faith for expanded uses of coal in the days ahead of us. It is hardly conceivable that any type of fuel will replace coal on the railroads in any great degree. Diesel fuel may be used on light-weight, high speed passenger trains, but it is quite noticeable that all the new steam power being brought into use by the railroad in front of us for heavy freight duty is coal burning and I have heard of no possibility that this will be changed.

"You are all aware of the establishment, at a very high investment cost, of the new mine at Superior—the officers who brought this new development about tell me they estimate reserves of coal to be available to operate this mine at capacity for at least seventy years. It is just not 'in the cards,' as the saying is, that these men would have expended such sums of money in opening a great new mine such as this unless they felt assured of the future for coal as fuel.

"A few years ago so-called experts estimated the coal reserves of the United States would be entirely consumed in two hundred years. They now admit that we have coal to last us, at present rates of consumption, for four thousand years, which means that for all intents and purposes the supply is inexhaustible. This new knowledge has led to at least a partial abandonment of the government policy, adopted some twenty years ago, of manufacturing electrical energy on any large scale by water power, involving tremendously expensive dams and machinery installations. It is now known that electricity, at any point close to a good supply of coal, can be manufactured at a less cost of first investment and for a lower production cost per kilowatt hour using coal for steam than is the case with one of these great hydro-electric plants. As time goes along this will come to be more and more recognized and our coal mines and miners will after a while

profit immeasurably. So sure am I that good economics demand the future use of coal for creating electric energy, I expect so long as I am Governor to demand of the federal government that hereafter before any additional power projects in Wyoming be finally decided upon, the possibilities of the use of coal be investigated thoroughly and steam installations made wherever it is at all feasible.

"The production of electrical energy by water power means that little labor will be employed—if it shall be produced by steam manufactured from coal, much labor will be utilized both in the mines and upon the railroads. This is a goal which we will set for ourselves—more labor and a greater use of our natural resources.

"Much has happened here today to move us all, including the unveiling of the rugged monument that stands before us by the lovely little girl who, I am told, is the grandchild of Mr. Charles Spence, who worked in old Number One Mine in the early seventies; three of the brothers of Mr. Spence likewise, at various times, worked in Old Number One.

"This monument, erected directly above where men once toiled to win coal, surrounded, as it is, by green grass and trees, represents one of the most imposing and important historical landmarks erected within Wyoming. Its message will grow as the years pass. I feel that I have been accorded a great privilege in being invited here today to participate in these dedication ceremonies. I am sure you will all leave this spot with a keener appreciation of the Wyoming coal industry and the great railroad that initiated it, and I know that we will all carry away with us an equal appreciation of the pioneering work done by the men who opened and operated old Number One Mine."

The ceremonies were brought to a close with the benediction by Rev. E. L. Tull, Rector, Church of Holy Communion, Rock Springs, after which further patriotic and other music was played by the Community band.

These services did not represent only the unveiling of a monument and the delivering of fine and complimentary speeches by various prominent persons; they rather, as expressed by the late Senator C. D. Clark at a meeting of Old Timers in Rock Springs several years ago, tended to "renew our youth in the memories and associations of our younger days, to look upon life with the eyes of our twenties. Old scenes and old friends crowd upon our thoughts and the intervening years pass as a tale that is told." It was felt that this monument was erected also to the memory of those valiant souls, a few still living but many gone, who toiled and saved and in some instances sacrificed their lives in behalf of their friends and in order that their children and their children's children

might enjoy the privileges, and comfort and advantages that were denied them.

Rock Springs is fortunate in having an abundance of musical talent. Many favorable comments were heard on the excellent music furnished by The Union Pacific Coal Company's Community band led by Director James F. Sartoris, both before and following the unveiling ceremonies, and in front of the Old Timers' building at noon. During the banquet, music was furnished by the Sartoris Junior Orchestra, a talented group of young people, some of them being also members of the band.

The serenading of Mr. Jeffers and his official party and guests in their cars, by McAuliffe's Kiltie Band in full uniform, tartan, kilt and sporran, on Saturday evening, created much interest.

## Run of the Mine

### Two Great Days

SEPTEMBER 10th and 17th were red-letter days for Superior, Rock Springs, and the Wyoming coal industry. We have put Superior first, for the reason that we think that the award of the Sentinels of Safety Trophy to the men of "D" Mine on September 10th, was an incident of major importance.

The dedication of the monument at Rock Springs on September 17th, was carried through in a memorable manner, the exercises dignified and mannerly throughout. The Rock Springs community band music was beautiful and inspiring. We hope that the youngest participant, Mary Lou Korogi, the little girl who unveiled the monument, will keep the day long in her memory.

The third event, the luncheon given by the Rock Springs Chamber of Commerce in honor of Mr. W. M. Jeffers, President of the Union Pacific Railroad, was most successfully carried out, the closing event of the day, a sunset serenade by the Kiltie Band, given in honor of President Jeffers and Brigadier General Peek and our other distinguished guests, bringing a long-to-be-remembered day to a happy close. Elsewhere in this issue of the Employees' Magazine will be found a full report of the days' activities.

### Bituminous Coal Act Still Active

THE Bituminous Coal Act is still slogging along with price fixing still "off shore" and not liable to find anchorage. The Coal Commission, under pressure from the Consumers' counsel, issued an order on August 31st, to the effect that individual cost reports of producers in Price Areas 6, 7, 9,

and 10 (Rocky Mountain Region) would be made open for inspection by interested parties on Sept. 10, 1938. On Sept. 9, this date was advanced to Sept. 15, after twenty-two coal companies had taken the matter into court.

Certain coal operators located in West Virginia, Pennsylvania and Utah, took the matter into court, Federal District Judge Joseph W. Cox, in Washington, D. C., denying the operators court relief. However, the matter was taken to the United States Court of Appeals which late in the day on September 14, granted an injunction against the Coal Commission, preventing the disclosure of confidential production cost data submitted by the coal operators as a basis for establishing minimum prices.

How the Commission could even consider making public individual producer reports is difficult to determine inasmuch as the law reads, Sec. 10 (a) :

"No information obtained from a producer disclosing costs of production or sales realization shall be made public without the consent of the producer from whom the same shall have been obtained, except where such disclosure is made in evidence in any hearing before the Commission or any court and except that such information may be compiled in composite form in such manner as shall not be injurious to the interests of any producer and, as so compiled, may be published by the Commission."

Not long ago the Director of the Marketing Division in Washington, asked for a report showing the name or number of each mine and the exact location as to county, section, township and range. If it is really necessary to find more work for the Commission's staff, we would suggest securing the depth below the surface in each working place, and the elevation above sea level of each mine opening. Perhaps a daily record of barometric pressure, direction and velocity of wind, as well as temperature would be statistically helpful. This reminds us of a joke recently published in a trade paper which read:

"Streetcar Conductor: 'How old are you my little girl?'"

"Little Boston Girl: 'If the corporation does not object, I'd prefer to pay full fare and keep my statistics to myself.'"

The tragedy of the whole situation lies in the fact that winter contracts for fuel are being sought by coal salesmen, and more and more coal consumers are refusing to tie themselves up with a coal contract based on an unknown price, while the unshackled vendors of fuel oil and natural gas can make any price they elect without the benign guidance of a Washington Commission. The preamble of the Act yet reads: "To promote interstate com-

merce in bituminous coal and to remove obstructions therefrom." Production calendar year to September 3rd, 205,367,000 tons, same period 1937, was 292,762,000 tons. Reduction, 87,395,000 tons, or 29.9 per cent.

## Speed and Drunken Driving

FROM an Associated Press dispatch we learn that speed and drunken driving claimed thirty-six lives lost in automobile accidents in Wyoming during the first eight months of 1938. From figures compiled by the State Highway Patrol, *nineteen lives were lost from driving at excessive speeds*, fourteen accidents of this type occurring during the eight months. During the same period, *drunken drivers were charged with fifteen fatal wrecks and the loss of seventeen lives*. Thirty-three fatal wrecks occurred on a straight road and only two on sharp curves.

The Governor of Wyoming recently ordered that the speed of automobiles on Wyoming state highways should not exceed sixty miles per hour. We are given to understand that cars are driven as high as seventy-five, and in extreme cases, ninety miles per hour.

This is as yet a partially free country and if a person insists on committing suicide by driving at an excessive rate of speed or while intoxicated, no one should object providing hazards are not created for sensible, sane and sober persons, who are compelled to drive on the same highway along with drunken and otherwise irresponsible drivers.

Speaking of personal freedom, the management of The Union Pacific Coal Company has laid down the principle that an employe has a constitutional right to get drunk. He likewise has a similar right to drive an automobile or truck, but we deny his right, constitutional or otherwise, to attempt both activities at the same time, and any employe of the Company, proven guilty to driving a car when he is intoxicated, will not be retained in the service of the Company. The enforcement of this rule has led to the discharge of a few individuals and it is our intention to continue this method of protecting, in part at least, the sober-minded and law-abiding employes of the Company who drive on the highways in an orderly manner and who yet are in the majority.

Among the most crying needs of the country at large today is adequate punishment for drunken drivers. We recently had an indirect experience with a case of this sort. A young woman, an employe of a hospital, left her place of work at 9:15 P. M., and eight minutes afterwards, while leaving a streetcar to transfer to another line, was struck by a heavy car, one of her lower limbs virtually

ground off between the automobile and the front door of the streetcar, the other limb fractured in four places. Her dismembered foot with her shoe was picked up after she was taken to the hospital. This car was driven by a drunken parasite who did not have a dollar or a place to sleep except for that given him by the equally drunken owner of the car who was riding with the driver, the title to the car resting in a sister, no insurance of any sort carried to protect the public from either the drunken owner or drunken driver who might properly be classed as potential murderers.

Under the set-up outlined, no accident insurance was carried; the owner needed the premium money for the purchase of whiskey. The injured young woman, who was the support of a mother, was hopelessly maimed for life and now becomes a permanent object of charity, the Workmen's Compensation Law of Nebraska, we understand, not covering her case.

The sober element of our citizenship, including workmen, business men, professional men and clergy, should join in a crusade in every community for more rigid driving laws and likewise more rigid enforcement of those now existing.

## The Passing of a Great Clergyman

ON SEPT. 4th, there died in New York, Patrick Joseph Cardinal Hayes, Archbishop of New York and a member of the College of Cardinals of the Roman Catholic Church.

Cardinal Hayes was born on November 20, 1867, at No. 15 City Hall Place in what was then known as the Five Points District. Left an orphan at the tender age of five years, he was brought up by an aunt, his boyhood in no way different from that of the other children who played on the neighborhood streets.

Cardinal Hayes never forgot his early beginning, keeping an especially warm spot in his heart for the lowly and poor among whom he spent the early years of his life and who later became his first parishioners.

In this day of political and secular strife, the great majority crowding and pushing for place, Cardinal Hayes, although occupying a position at the top in the spiritual world, consistently retained not only his love for the poor and unfortunate, but for the principles which ever actuate an honest, conscientious God-like man.

The greatest paper in the United States, "The New York Times," whose editors knew Cardinal Hayes intimately, sketched his character and work in an editorial published in the "Times" of Sept. 5th, from which we take the liberty of abstracting the following:

"The sincerest tribute which can be paid to the memory of any man is to be mourned by the poor. Cardinal Hayes will be so mourned. He had them always in his heart. He rose from among them and went back among them again and again, ever on errands of mercy and charity. The cold, mechanical benevolence of government charity he deplored. To him donor and recipient must both be bathed in the mystical spirit of love and understanding. His was the understanding bred of poverty itself. The leader of the richest and most influential See in the world, he passes as the great democrat among the Catholic hierarchy of America.

"In his later years, as his labors multiplied and his health declined, he was necessarily somewhat shut off from the public. But once reached through the cordon of his secretariat he remained the same approachable, kindly, quietly humorous and boyish-hearted prelate who had endeared himself to his early parishioners. He never lost the touch of the street and never forgot he was born amid the slums of the old Five Points district. But with the buoyancy of his Irish blood bubbling through a rather frail body he seldom found his surroundings depressing. Indeed, he looked back to these days as the happiest of his life and loved to live them over again with those who had shared them."

\* \* \* \*

"The future Cardinal was left an orphan at 5 and almost from that time was destined for the church. A thorough student, though by no means the most brilliant among his fellows, he had three qualities which made his rise in the priesthood natural and inevitable—a singular sweetness of disposition which won all who came in contact with him, a sure knowledge of the canon law and a poised administrative power."

\* \* \* \*

"The church, of course, was his first consideration, but his interests were catholic in the larger sense. Probably there has never been a Catholic churchman in this country so widely known, respected and loved among Protestants. His tireless activity in war work as Catholic Chaplain General, his pleas for the Liberty Loans and his highly successful organization of the great Catholic war drive which raised almost five millions identified him with all America. Thenceforth he spoke not alone with the voice of 20,000,000 American Catholics but as one of the notable figures of our times."

\* \* \* \*

"Cleanliness was next to Godliness in his heart and he did more to cleanse the theatre here than any other man. On the Eighteenth Amendment he was strong for temperance and firm against prohibition. Perhaps temperance in thought and conduct, a serene golden mean, was his salient characteristic."

If the world had a few more national leaders of the character of Cardinal Hayes, whose vision was in no sense confined to his own church, life would be infinitely easier and better.

### Speaking of Good Manners

THE late John P. White, whose sense of humor equalled his stock of common sense, liked to relate a story of fraternal good will that came to his attention in the old U. M. W. of A. days. It seems that a district official had written a member denying a certain request, the officer's letter beginning "Dear Sir and Bro.," and closing "Fraternally yours." Incensed by the reply the member wrote in reply:

"Mr. \_\_\_\_\_

"Dear Sir and Bro.:

"You are a dirty sneaking \_\_\_\_\_.

"Fraternally yours,"

John referred to this class of correspondence as of "The dear sir and brother" type.

That this character of communication is not confined to members of the U. M. W. of A. is well illustrated by certain letters which recently passed between officials of the Brotherhood of Railway Trainmen and the Order of Railway Conductors. From letters written between July 27th and August 3rd, last, we note a rising degree of temperature, some of the high points in the last letter exchanged headed "Dear Jim," and closing with "Yours truly" reads as follows:

"Dear Jim:

"Your libelous and untruthful letter of the first in reply to a letter by President \_\_\_\_\_ to you of July 27th, has been called to our attention.

"To call you a skunk would be gross flattery."

\* \* \* \* \*

"Your statement that President \_\_\_\_\_ withdrew from the Railway Labor Executives' Association because he did not dare face certain charges placed against him by Mr. \_\_\_\_\_ and yourself, is only one more proof of the fact that you are a monumental liar.

"You, of course, are fully aware of the fact that President \_\_\_\_\_ has no more respect for you than he would have for any other liar.

\* \* \* \* \*

"With the brazen effrontery of an abandoned woman you make the silly statement,  
\* \* \*"

\* \* \* \* \*

"In conclusion, as President \_\_\_\_\_ stated to us this morning, your letter is added proof of the diabetic condition of your mind. You lost your head because certain facts were

leveled at you, and you indulged in an uncontrollable diarrhea of words which have no meaning to you or to anyone else. This of course does not surprise us. It was to be expected. It presents a perfect picture of the character involved. The issues in the case you have completely hidden under your trickling vocabulary and the smoke screen which you undertake to set up by referring to matters that have nothing to do with the mighty issue we are fighting today.

"Brother \_\_\_\_\_ this morning also informed us that,

"If he was worth the skinning I would drag him into the stalls; but long ago I learned that the hide of a skunk isn't worth the trouble of taking."

\* \* \* \* \*

"They tell us that when you are in Cedar Rapids and the 'man-in-the-moon' goes over the city that he holds his nose for the stink that arises.

"Jimmy, you are an intellectual inkfish,  
Yours truly,"

This Chesterfieldian communication was signed not by one hasty tempered individual but by a wage committee of nine, and in addition the signatures of 68 additional "Dear Sirs and Bro's", were appended in approved autographic style. If John P. were to see this letter he would say "time marches on."

What we have quoted from letters exchanged between the Railroad Brotherhoods is merely symptomatic of a mental condition that seems to have permeated the whole labor organization leadership, the daily press continuously reporting labor leaders as pouring out on the heads of rival leaders, the most scathing and scurrilous charges that the postal laws will admit of dissemination, and all to what end.

Due allowance must always be made for loss of temper and hasty utterance, but we are given to wonder if the real situation does not lie in the fact that too many aggressive leaders have appropriated to themselves all of the functions of Union government, translating the democratic governing body that once existed into an official oligarchy, or "government by the few." That this situation does exist every person who is interested in the welfare of labor knows, and with a substantial portion of the civilized world now threatened with another appalling cataclysm at the hands of totalitarian leaders, the situation is one deserving of deep thought. Even though the insulting and obscene letter we have quoted from was signed by 77 names, we believe that it more nearly represents the subnormal

I.Q. of one individual, the others signing because they hesitated to refuse the commands of the boss.

Three hundred million Americans, British, French, Scandinavian and Dutch cannot be wrong, and two or three world dictators always be right. What we want is a definite move back to democracy in labor, as well as national, state and city government.

## The Economic Barometer

ON SATURDAY, Sept. 17, the *Salt Lake Telegram* published the following comparison of prices of basic commodities as of Sept. 16th and as of the same date a year ago:

### ECONOMIC BAROMETER

	Sept. 16	Year Ago
Wheat (Chicago, Sept.).....	65 $\frac{1}{4}$ c	\$1.02
Oats (Chicago, Sept.).....	25 $\frac{5}{8}$ c	31 $\frac{1}{8}$ c
Copper, export .....	10.55c	13.675c
Del. Conn. valley.....	10.25c	14.00c
Local settlem't. (cathode)...	9.775c	13.65c
Silver, newly mined.....	64.64c	77.57c
Bar silver, N. Y.....	42.75c	44.75c
London .....	42.03c	44.56c
Lead, spot, New York.....	5.05c	6.55c
East St. Louis.....	4.85c	6.35c
Local settlement .....	4.90c	6.29c
Zinc, spot, East St. Louis.....	4.85c	7.25c
Cotton (N. Y., Oct., close)...	7.83c	8.89c
Hogs (Chicago, top).....	\$9.30	\$12.60
Cattle (Chicago, top).....	\$12.25	\$19.00
Sheep (Chicago, top).....	\$8.10	\$11.85
Potatoes (S. L. Grwrs. Ex.)	(No. 1) 50c per 100 lbs.	
Loaded in cars (No. 1)....	42.5c per 100 lbs. (Triumphs)	
Butter (S. L. C., first grade) ..	28.0c	38.5c
Eggs (N. Y., large white)....	41.0c	41.0c
L. A., large white.....	35.0c	37.0c
S. L. C., large white.....	35.0c	33.0c

It will be observed that all of the quotations of Sept. 16, 1938, are dismally low and with the exception of one item (Salt Lake City large white eggs) the prices shown are below those of a year ago.

The same paper carried the United States Treasury's position as of Sept. 16th which reads as follows:

"Receipts for the fiscal year (since July 1), \$1,008,549,838.57; expenditures, \$1,758,931,391.78, including \$560,675,131.18 of emergency expenditures; excess of expenditures, \$750,381,553.21; gross debt, \$37,637,953,328, a decrease of \$153,756.19 below the previous day; gold assets, \$13,420,568,501.42."

During the past year, not alone millions, but billions of dollars have been expended to create employment, and to furnish relief to the unemployed

and numerous artificial devices have also been employed to bring up the price of basic commodities, agricultural products in particular. The net result of these various artificial activities are shown in a continuing reduction of the prices received for basic commodities, with loss of purchasing power on the part of agriculture and industry and with no reduction in the number of unemployed and people on relief.

It would seem to be about time to throw most of our new-fangled, destructive economic theories overboard, getting back to first principles, the basis upon which this country of ours was created, and under which it was operated rather successfully until everybody got drunk in 1929.

## The Plight of the Railroads

THE citizens of Rock Springs and Wyoming had an opportunity to meet and listen to President W. M. Jeffers on Saturday, September 17th. As becoming one who was the guest of the citizens of Rock Springs, Mr. Jeffers spoke only in general terms of the plight of the railroads of America and the west are now in. He did say that, in his opinion, the railway stockholder was the real "forgotten man."

Guest speakers have limitations and so Mr. Jeffers did not say that during the first six months of 1938, the entire railroad industry of the nation only earned \$70,300,000 net operating income, only one-fifth as much as the first half of 1929. He further did not say that during the first half of 1938, more than half of the country's railroad mileage did not earn enough to pay merely their operating expenses and taxes.

Mr. Jeffers could have said to those engaged in the production of coal in southern Wyoming, that his railroad paid the combined coal companies in the Hanna, Rock Springs and Kemmerer districts, for coal bought in 1937, the tidy sum of \$7,418,872, of which over 63 per cent, or approximately \$4,750,000, was payroll.

Mr. Jeffers did, however, say that while the trucks, that daily back up to the doors of many merchants in Rock Springs, have their proper place in the transportation world, he felt that the common tie that binds the employees of the mines and the merchants to the railroad that initiated and which has since sustained the coal industry in southern Wyoming, merited for the railroad the full support of all shippers. No one will dispute that a payroll of \$4,750,000 should be capable of creating a community of interest in any state.

## Banquet Honoring Mr. W. M. Jeffers, President of Union Pacific Railroad Company

A COMPLIMENTARY dinner, honoring Mr. W. M. Jeffers, President of Union Pacific Railroad Company, was tendered by the Rock Springs Chamber of Commerce and the citizens of Rock Springs in the Old Timers' building at noon, Saturday, September 17, 1938, at which were present Railroad and Coal Company officials, prominent State and City leaders and hundreds of townspeople.

Mr. John W. Hay, who had been associated for several years with Mr. Jeffers in the railroad business, acted as toastmaster. Before calling upon the guest of honor, Mr. Hay introduced the following distinguished guests:

Brigadier General Ernest D. Peek, Commanding Officer of Fort Francis E. Warren, Cheyenne, who expressed his appreciation and pleasure for the opportunity of being present.

Former Governor B. B. Brooks, by whom a stirring address had been delivered at the dedicatory ceremonies in the morning.

Mrs. Patrick J. Quealy — characterized by the Chairman as being loved by every man, woman and child in Sweetwater County.

Hon. W. E. Mullen, former Attorney General of Wyoming, who expressed his pleasure at being present and amazement at the growth of Rock Springs into a really beautiful city.

Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, whose remarks are worthy of being quoted in full here:

"This is rather a momentous day in the history of coal mining in Wyoming. When Mr. Pryde, Mr. Bayless, and I, some months ago, talked about monumenting the first mining of coal in Sweetwater County, we went into it with some hesitancy, not knowing how well it might be received, but the program today, as carried out, and the attendance of the people of Rock Springs and vicinity, and the men who came from afar to participate with us, have fully justified our widest expectations.

"Governor Miller said very clearly and joyfully this morning that he had an abiding faith in the future of the coal mining industry. Well, I have also, and the fact that I make my living by following it, would, of course, seem to furnish an adequate background for that belief. But men come and men go, and others will succeed all of us at the appropriate time. This industry is going on. Perhaps one of the most important things that has been achieved in the last few years is the welding together of a corporation—and you know corporations are said to be soulless—and the men who are employed by that corporation. When I leave the coal business,

which nature will eventually necessitate, I think the proudest recollections I will carry with me is that of the relationship that we have been able to establish and maintain with our employes.

"General Mullen spoke of our Safety program. I said at the Safety meeting at Superior the other night, that that program was spreading far beyond our widest expectations. It is being followed in the mines of Europe, and, to a growing extent in the mines of our own country, with splendid results. As I said to the boys at Superior it is not alone a question of their saving themselves, their friends, their neighbors, but their helping to point the way to reduce injuries to life and limb, all over the country.

"This is a splendid day from a weather standpoint, and this meeting represents a splendid tribute to President Jeffers of the Union Pacific Railroad. I have tried to keep before the citizens of Rock Springs and our employes, that this great Company, while it represents a twenty-million-dollar investment, is nothing more nor less than an adjunct of the railroad. Without the Railroad, there would be no Coal Company, without the Railroad there would be no Rock Springs, and we would not have the thriving population in Rock Springs and vicinity that we now enjoy, so that all I now ask for is a continuing measure of co-operation between our workers and the Coal Company, and, in the Coal Company, with the Railroad, and a similar measure of cooperation from the citizens of Rock Springs."

Toastmaster Hay then presented a respected citizen of Rock Springs for many years, Mr. T. S. Taliaferro, Jr.; also, Hon. Fred H. Blume, Chief Justice of the Supreme Court of Wyoming, and Hon. Leslie A. Miller, Governor of Wyoming. Governor Miller related his early years as a railroader, having been associated with Mr. Jeffers during the greater part of that time. He mentioned the names of some of his fellow workers and recalled many of the humorous incidents of those days. He also dwelt on the enviable record made by the Union Pacific Railroad and the fact that it has been foremost in such wonders as high-speed streamliner and Challenger types of trains and other innovations. He expressed his personal good wishes to Mr. Jeffers and the appreciation of the citizenship of this State at the important part played by the Union Pacific Railroad Company and The Union Pacific Coal Company in the upbuilding of Wyoming.

The Toastmaster was singularly happy in his

introduction of the man in whose honor the dinner was given, Mr. W. M. Jeffers. He related that Mr. Jeffers' father had come to America direct from Ireland and had worked for the Union Pacific Railroad Company in what was termed a "construction crew;" he had helped build the railroad and had remained with the Union Pacific Railroad Company throughout the remainder of his life. Mr. Hay briefly sketched the life of Mr. Jeffers from the time he had worked as a call boy until he was elevated to the position of President of the Union Pacific Railroad Company. Part of that time he had been a co-worker with Mr. Hay at Green River, where he had started his official career, and for that reason Sweetwater County claims him as its own. The honor of being mentioned for President of the United States had also been accorded Mr. Jeffers, and support, regardless of party affiliations, had been promised him if he would accept. Mr. Jeffers said, however, he preferred to remain with his "first love," the Union Pacific Railroad.

Upon arising to speak, Mr. Jeffers was enthusiastically greeted. His address, which is quoted in full below, was clear and concise, and the thoughts so plainly expressed, signified the reasons for his elevation to the high position which he holds.

"That rather fulsome introduction by my old friend, John Hay, reminds me that, some time ago, I happened to be with Postmaster General Farley. He was making a speech at Portland, and I went over to the hotel to hear the speech. It was extemporaneous, and obviously he was looking for a place to quit, so he thought of a story that seems to be appropriate for this occasion. He said, shortly before he left home on this trip, that his older daughter had a number of girl friends in to dinner, and they had a picture, taken from a New York paper, of the Cabinet, and his daughter was pointing out and explaining the Cabinet members, including her father, to her girl friends. Little Jimmy, his eight-year-old son, at the table, said, 'Dad, do you think you are a great man?' 'Well,' he said, 'as a matter of fact, Jimmy, I don't think I am.' And Jimmy said, 'I don't think so, either!'

"Now, as General Mullen suggested, every man likes to hear good things said about himself.

"I am not going to attempt to make a speech, first, for the very good reason that I can't make speeches, and don't make them. Rather, I want to talk to you for just a few minutes about some impressions gathered here today. One of my first impressions, looking over this gathering, is the difference between a gathering in Rock Springs now, and what it would have been thirty or thirty-five years ago; this younger generation that has grown up in the meantime; the difference in your town; the improvement in the electric lights, the streets and the sewers. I suggested to Mrs. Hay that

this was the type of gathering you would find almost anywhere in America—no different—and it is a tribute to the old timers who have brought along such families.

"Another impression, and I think an important impression, for not only me, but for your Governor Miller here today, the Governor of a great state, a former brakeman; Governor Cochran, of Nebraska, a great Governor, a former employe of our Engineering Department as a chainman; Junior Senator Johnson, of Colorado, a great senator, former manager of the telegraph office at Green River, when I was the trainmaster. Taking a page from my own book, as stated by Mr. Hay, neither my father nor I have had any other employer during his lifetime and so far mine, other than the Union Pacific. He helped build this railroad, as a track laborer, coming directly from Ireland. I started to work as a call boy at the age of thirteen.

"Now this is a great country, separate and apart from my own individual case, because there are others—it is indeed a great country where a boy can start in as a call boy, with no background, no influence, and rise from that position to the presidency of a billion-dollar corporation. This is a great country, and it will continue to be a great country just so long as all avenues are left open to its people—just so long as any boy or girl in this broad land can aspire to any position within the gift of the people. Now, don't let anybody tell you, now or ever, that the time has gone for the 'rugged individualist.' The smart man, nowadays, has learned that every man has his problems, whether he is big or little, and that we will never reach the situation that we want to reach, and can reach, and will reach, until men in high office appreciate that every man's problems must be taken into consideration, including those of the man on the street.

"You have evidence of that in Rock Springs, in your mine situation here. There is no trouble here between the Mine Workers' Union and Mr. McAuliffe. There is a very good reason for that, and that is fair dealing on both sides, as suggested by your toastmaster. The Union Pacific is the only Class One Railroad in the United States that has no grievances of any kind or character to go before the National Board, and there, again, the credit does not rest with me or with my associate officers. Rather, it rests with the men who represent these men. The successful executive nowadays is the man who knows how to handle a labor situation. To my mind, it is the most important problem in America today, and properly so.

"It was suggested this morning, at the dedication, that, some thirty or forty years ago, a miner made two or three dollars per day, and furnished his own tools and powder. Miners nowadays make a fair wage. And that

reminds me—some few years ago, I was in Washington, and there was a discussion on then in connection with mine workers and their rates of pay, in Pennsylvania, as I recall it. I knew nothing about their problems; I was down there on a labor matter that had to do with the railroads, and I was asked at that time by a high-ranking Government official what I thought about the rates of pay of mine workers, and, not knowing anything about the rates of pay of mine workers, my reply was, 'I don't know, but my reaction is that, whatever the pay may be, it isn't enough.' Now, since then, there has been a very radical change in the attitude of the mine operators, and, I might say, also a changed attitude on the part of the mine workers and their organization. So far as rail unions are concerned, I think they have set a pattern for every labor union in this country. The rail unions are headed by a fine type of men, good citizens, the type of man you would like to have as a neighbor and as a friend. Naturally, we don't see eye to eye on all questions. There is a problem now, between the rail unions and the railroads, with respect to a reduction in wages. You see something in the papers about a strike vote. Well, a strike vote will be taken, and the railroads will say they are going to make a reduction in wages, but there isn't going to be any strike. The problem is going to go to a fact-finding commission appointed by the President. The commission will hear the evidence, and whatever their decision is, I imagine it will govern, and, whether we like it or not, on the managerial side, we are going to take the decision in good spirit, and that will be true of the men. And that is the way to handle labor disputes.

"Rock Springs, of course, is a mining town, and Mr. McAuliffe tells me that, for the year 1937, The Union Pacific Coal Company mined in Wyoming, three and one-third million tons of coal—quite an item, when it comes to taxation alone—and that the Railroad Company paid to coal companies in Wyoming, The Union Pacific Coal Company and others, in that same year, \$7,418,872. Quite an item. And I think we might properly, as far as trucks are concerned, suggest to you men and women that there is a place in this picture for the truck, but I do think that, in a community such as this, supported by this railroad, (because, if it weren't for the Union Pacific and its demand for coal, there would be no Union Pacific Coal Company and no Rock Springs) that fact should be taken into consideration when you are shipping freight. That is only fair to the miners in Rock Springs, and it is only fair to the employees of the Union Pacific.

"Now, might I say something in a personal way. I came to Wyoming as a young train-master. I had had no experience with train or

engine men other than in Nebraska. I found rather a different element to deal with in this territory. I had to talk to someone who knew, and could advise me. What success I have had, and I must have been successful in that subordinate position, and that, of course, laid the foundation for subsequent successes, was due to the advice and perhaps I should say the instructions of John W. Hay. And so, I think it is accurate for me to say that my success on the Union Pacific can be attributed to advice I got as a youngster from Mr. Hay in this territory. I looked upon Mr. Hay then as the smartest transportation officer in this country, and, if John had held his temper, like I have tried to do, he would have been President of this railroad. But John couldn't stand the criticism of a President.

"Which reminds me, some few years ago (speaking of Presidents of Railroads and looking back over the years), what I thought of a President then, as a youngster, perhaps would not look well in print now. I had to go to a Presidents' meeting in Chicago, representing President Gray—I was then General Manager. It was a meeting of all the presidents of the Class 1 railroads in America, including the Canadian lines. When I returned to Omaha, I stepped into the President's office to report on what had happened at this meeting. And after I had furnished my report to Mr. Gray, he said, 'Sit down, Mr. Jeffers, I want to ask you a question.' He said, 'Is that the first time you attended a meeting of Presidents?' And I said, 'The first time officially.' Then he said, 'I want to ask you what your opinion was of the Presidents, after you saw them in action.' And I said, 'Curiously enough, I was thinking of the same thing. I remember, as a messenger boy, delivering a message to S. H. H. Clark, and Jay Gould, who was with him. And, youngster-like, I stepped back and looked through the window at these two gentlemen, and wondered how they ever got to the positions that they then held. To me, then, the President of the Railroad was the last word.' And so I answered, 'Mr. Gray, after seeing the Presidents in action, I am still wondering.' Which is another way of saying that too many executives of railroads, and too many men in executive positions in big business generally, take themselves too seriously.

"Now, if I have one ambition in this life, it is to so handle this railroad, that the stockholder will get his dividends—and, by the way, the stockholder is the forgotten man in the picture nowadays—so that he will make his dividends, but at the same time we can so handle this property that the man who does the work will be satisfied with his job. In other words, if I can satisfy the man in overalls, I can satisfy the fellow at the top. I can fool the fellow at the top sometimes, but I am not foolish

enough to try to fool the fellow in overalls, because he has the answer, and I know it. And that is true in any business.

"And now, just a word in closing. Things have not been so good in our country. We are all hopeful that things will improve. There isn't any use in blaming any one individual, or any party; it is a condition. The important thing is to work together. The important thing is to develop, not only team play, but fair play on the part of Government, and on the part of business, and on the part of agriculture, and on the part of labor, and, as to the latter, it is my conviction that, if labor is treated properly, if they are told the story as it should be told to them, that that isn't an insurmountable problem. I say that as the only President in America who carries a Union card."

At the conclusion of Mr. Jeffers' speech, the Chairman called upon Mr. Thomas Berta, Rock Springs businessman, to come forward. Mr. Berta explained to Mr. Jeffers that this had not been a very prosperous year in the coal mining business in Rock Springs; that they had been praying for one of the good old-fashioned winters of years ago with the temperature 30 degrees or more below and plenty of snow; it was appreciated that Union Pacific Railroad Company was their very best customer for coal and if the weather became cold enough it would be necessary to burn more coal and in anticipation of their prayers being answered, and knowing that Mr. Jeffers did a good deal of traveling, the citizens of Rock Springs took pleasure in presenting him with a heavy coat equipped with a push-up hood.

In accepting the gift, Mr. Jeffers stated that he did not mind the cold weather; he would like to see us mine more coal; and if the weather reached 30 degrees below zero, he would enjoy the coat, but he did not like the snow, except at Sun Valley.

The meeting was concluded by the Chairman thanking Mr. Jeffers and the guests who, by their presence and cooperation, had helped to make the dinner such an enjoyable affair.

## Distinguished Visitors Inspect the D. O. Clark Mine at Superior

ON SATURDAY afternoon, September 17th, a large party of visitors, who had been present at the unveiling of the monument at Rock Springs, and later attended the testimonial dinner for Mr. W. M. Jeffers, President of the Union Pacific Railroad, given by the Rock Springs Chamber of Commerce, made an inspection of the D. O. Clark Mine, at Superior.

Mr. McAuliffe, assisted by members of The Union Pacific Coal Company staff, showed the visitors over the entire property, including the underground workings, the loading station at No. 7 Seam, the belt conveying system, and the tippie installa-

tion. The loading station at No. 15 Seam and the entries which are under construction were also carefully gone into. The belt was operated to show the method of handling the coal to the tippie, and the handling and coal preparation on the tippie were also examined. The tippie has been recently completed, the belt conveyor put in operation to No. 7 Loading Station, and a limited amount of coal has been produced for some time in this mine. There is still considerable construction work to be done at No. 15 Seam, this work progressing satisfactorily.

The visitors were very much interested to see the operations, and to see the preliminary work being done in a mine which will, eventually, produce 7,500 tons of coal per day. The guests who made the trip to the mine were as follows: Mr. W. M. Jeffers, Governor Leslie A. Miller, Mr. H. C. Mann, Mr. E. C. Schmidt, Mr. E. L. Fries, Mr. John U. Loomis, Brigadier General Ernest D. Peek, Lt. H. M. Peyton, Chief Justice Fred H. Blume, Hon. W. E. Mullen, Mr. Warren Richardson, Mr. Tracy McCracken, Mr. R. Dawson Hall, Mr. John A. Garcia, and Mr. John M. Reid.

## No Poetry for October

Lack of space due to the publication of the reports of the eventful exercises held on September 10th and 17th, necessitates our foregoing our page of poetry this month. Such will be resumed in our November issue.

## Facts About the Railroads

Among the beneficiaries of the fixed charges paid by the railroads are the holders of seventy million insurance policies in force, the forty-four million savings bank depositors, and the millions of persons served by educational and charitable institutions.

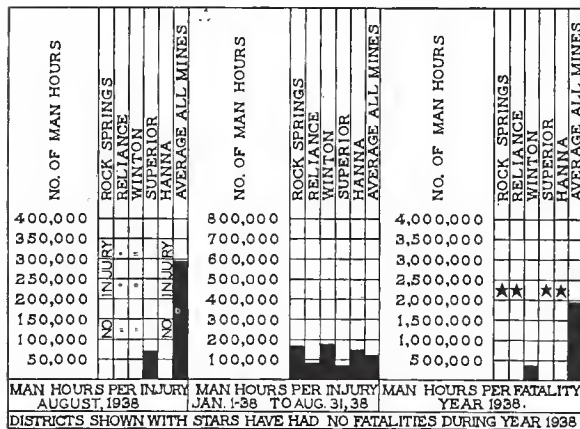
Out of each dollar of revenue, the railroads now pay 10.4 cents in taxes.

Train accidents resulting from defects in, or failures of, equipment were 53 per cent less in 1937 than in 1928.—*Association of American Railroads.*

"Corporations have no souls, so the legend runs. Granted. But those selected to manage their affairs must have to achieve success. Sometimes however, they enter upon a mad scramble for material results, and lose them in consequence. Although a concern thus headed may seem to flourish for a brief spell and yield material dividends, it is certain to cease to do so, and must gradually decay. The proper executive is unquestionably he who adopts the Golden Rule as the keynote of his life; who buries self, when acting in a representative capacity, for he is sure so to conduct himself on all occasions as to reflect credit upon himself, and the concern by which he is engaged as well."—*F. W. LaFrentz.*

# Make It Safe

## August Accident Graph



ONE injury in August puts us about 2,000 man hours per injury nearer last year's record and the standing for all mines was increased from 96,285 man hours per injury at the end of July to 107,448 man hours per injury ending August 31st. This is the second successive month in which there was only one injury but we are not out in front of the record for last year yet so don't relax in your safety efforts. Make every day "Safety Day" and we will soon close the gap in the accident record this year as compared with that of 1937.

All mines, with the exception of "C" Mine, Superior, increased the averages during August. It is hoped that the "C" Mine average will increase each month for the balance of the year and it will do this if every man working in this mine will decide that it can be done.

When this issue of the magazine is delivered, there will be three months remaining in the year. They will probably be the busiest months of the year—let us make them the safest.

## COMPENSABLE INJURIES AND MAN HOURS BY MINES AUGUST, 1938

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4.	26,551	0	No Injury
Rock Springs No. 8.	38,367	0	No Injury
Rock Springs Outside	18,384	0	No Injury
Total.....	83,302	0	No Injury
Reliance No. 1.....	24,052	0	No Injury
Reliance No. 7.....	14,049	0	No Injury
Reliance Outside....	10,073	0	No Injury
Total.....	48,174	0	No Injury

Winton No. 1.....	21,875	0	No Injury
Winton Nos. 3 & 7½	21,070	0	No Injury
Winton Outside.....	9,408	0	No Injury
Total.....	52,353	0	No Injury
Superior "B".....	15,967	0	No Injury
Superior "C".....	16,947	1	16,947
Superior "D".....	15,645	0	No Injury
Superior D. O. Clark	7,763	0	No Injury
Superior Outside....	15,904	0	No Injury
Total.....	72,226	1	72,226
Hanna No. 4.....	29,512	0	No Injury
Hanna Outside.....	11,645	0	No Injury
Total.....	41,157	0	No Injury
All Districts, 1938...	297,212	1	297,212
All Districts, 1937...	289,856	1	289,856

## COMPENSABLE INJURIES AND MAN HOURS BY MINES

PERIOD JANUARY 1 TO AUGUST 31, 1938

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4..	163,016	2	81,508
Rock Springs No. 8..	230,272	1	230,272
Rock Springs Outside.	119,070	0	No Injury
Total.....	512,358	3	170,786
Reliance No. 1.....	174,468	1	174,468
Reliance No. 7.....	85,085	2	42,543
Reliance Outside ....	63,336	1	63,336
Total.....	322,889	4	80,722
Winton No. 1.....	146,741	1	146,741
Winton Nos. 3 & 7½.	134,722	1	134,722
Winton Outside .....	62,776	0	No Injury
Total.....	344,239	2	172,120
Superior "B" .....	108,668	0	No Injury
Superior "C" .....	119,007	4	29,752
Superior "D" .....	108,024	1	108,024
Superior D. O. Clark.	29,827	0	No Injury
Superior Outside ....	106,407	2	53,204
Total.....	471,933	7	67,419
Hanna No. 4.....	196,476	2	98,238
Hanna Outside .....	86,162	0	No Injury
Total.....	282,638	2	141,319
All Districts, 1938...	1,934,057	18	107,448
All Districts, 1937...	2,380,773	20	119,039

# Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

PERIOD JANUARY 1 TO AUGUST 31, 1938

ALL sections except one continued to improve the standings by completing the month of August without an injury. The section to which an injury was charged dropped nearer the bottom of the list, this being its second injury for the year. The section which tops the list has worked 38,675 man hours and has a clear record.

We are moving in the right direction. It will take hard work to keep this trend but to maintain the record will pay dividends in health and happiness. Let us keep pushing ahead as we are within striking distance of last year's mark—let us improve it for 1938.

UNDERGROUND SECTIONS						Man Hours
Section Foreman	Mine	Section	Man Hours	Injuries	Per Injury	
1. R. J. Buxton.....	Rock Springs	8, Section 1	38,675	0	No Injury	
2. M. A. Sharp.....	Sup. D. O. Clark	Section 1	29,827	0	No Injury	
3. Frank Hearne .....	Hanna	4, Section 2	28,973	0	No Injury	
4. Ed. While .....	Hanna	4, Section 5	23,254	0	No Injury	
5. John Traeger .....	Rock Springs	4, Section 1	22,519	0	No Injury	
6. George Wales .....	Hanna	4, Section 6	21,693	0	No Injury	
7. Chester McTee .....	Rock Springs	4, Section 9	21,630	0	No Injury	
8. Alfred Russell .....	Rock Springs	4, Section 5	21,574	0	No Injury	
9. Robert Maxwell .....	Reliance	1, Section 3	21,287	0	No Injury	
10. James Hearne .....	Hanna	4, Section 7	20,930	0	No Injury	
11. Wm. S. Fox.....	Superior	C, Section 3	20,797	0	No Injury	
12. Joe Jones .....	Hanna	4, Section 4	20,209	0	No Injury	
13. L. F. Gordon.....	Superior	B, Section 3	19,446	0	No Injury	
14. W. H. Buchanan.....	Reliance	1, Section 5	19,271	0	No Injury	
15. Angus Hatt .....	Rock Springs	8, Section 13	19,208	0	No Injury	
16. Julius Reuter .....	Reliance	1, Section 9	19,096	0	No Injury	
17. Gus Collins .....	Hanna	4, Section 9	18,823	0	No Injury	
18. Richard Arkle .....	Superior	B, Section 2	18,347	0	No Injury	
19. Basil Winiski .....	Superior	B, Section 5	18,235	0	No Injury	
20. Ed Overy, Sr.....	Superior	B, Section 6	18,193	0	No Injury	
21. Pete Marinoff .....	Winton	1, Section 5	18,116	0	No Injury	
22. Ben Cook .....	Hanna	4, Section 3	18,067	0	No Injury	
23. James Reese .....	Rock Springs	4, Section 3	18,032	0	No Injury	
24. Sylvester Tynsky .....	Winton	1, Section 6	17,927	0	No Injury	
25. John Peterzell .....	Winton	1, Section 3	17,899	0	No Injury	
26. Arthur Jeanselme .....	Winton	1, Section 4	17,878	0	No Injury	
27. Leslie Low .....	Superior	D, Section 2	17,871	0	No Injury	
28. George Harris .....	Winton	1, Section 7	17,738	0	No Injury	
29. Dan Gardner .....	Superior	D, Section 3	17,556	0	No Injury	
30. Roy Huber .....	Superior	B, Section 4	17,451	0	No Injury	
31. L. Rock .....	Superior	C, Section 6	17,360	0	No Injury	
32. Ben Caine .....	Superior	D, Section 7	17,318	0	No Injury	
33. Wm. Benson .....	Reliance	1, Section 3	17,283	0	No Injury	
34. Sam Canestrini .....	Reliance	1, Section 4	17,227	0	No Injury	
35. Grover Wiseman .....	Superior	B, Section 1	16,996	0	No Injury	
36. Richard Haag .....	Superior	D, Section 4	16,961	0	No Injury	
37. John Krppan .....	Winton	1, Section 9	16,940	0	No Injury	
38. Dave Wilde .....	Rock Springs	8, Section 14	16,786	0	No Injury	
39. Andrew Young .....	Rock Springs	8, Section 4	16,674	0	No Injury	
40. Robert Stewart .....	Reliance	7, Section 1	16,541	0	No Injury	

41.	Lester Williams	Rock Springs	4,	Section 8	16,198	0	No Injury
42.	Roy McDonald, Jr.	Winton	1,	Section 10	16,177	0	No Injury
43.	M. J. Duzik	Reliance	7,	Section 3	15,897	0	No Injury
44.	Reynold Bluhm	Rock Springs	4,	Section 4	15,792	0	No Injury
45.	Anton Zupence	Rock Springs	4,	Section 7	15,743	0	No Injury
46.	John Sorbie	Rock Springs	8,	Section 5	15,561	0	No Injury
47.	Albert Hicks	Superior	C,	Section 7	15,421	0	No Injury
48.	Matt Marshall	Rock Springs	8,	Section 6	15,295	0	No Injury
49.	R. T. Wilson	Winton	3 & 7½,	Section 6	15,148	0	No Injury
50.	Joe Botero	Winton	3 & 7½,	Section 9	14,847	0	No Injury
51.	Steve Kauzlarich	Winton	3 & 7½,	Section 2	14,644	0	No Injury
52.	John Valco	Winton	3 & 7½,	Section 8	14,595	0	No Injury
53.	Andrew Spence	Winton	3 & 7½,	Section 1	14,406	0	No Injury
54.	A. M. Strannigan	Winton	3 & 7½,	Section 3	14,231	0	No Injury
55.	D. M. Jenkins	Winton	3 & 7½,	Section 7	13,972	0	No Injury
56.	R. C. Bailey	Winton	3 & 7½,	Section 10	13,860	0	No Injury
57.	John Zupence	Rock Springs	8,	Section 2	13,650	0	No Injury
58.	Thos. Edwards, Jr.	Winton	3 & 7½,	Section 4	13,293	0	No Injury
59.	Chas. Grosso	Reliance	1,	Section 1	12,964	0	No Injury
60.		Superior	D,	Section 5	12,894	0	No Injury
61.	Evan Reese	Reliance	1,	Section 2	12,523	0	No Injury
62.	Evan Thomas	Rock Springs	8,	Section 3	11,942	0	No Injury
63.	Geo. Blacker	Rock Springs	8,	Section 16	11,858	0	No Injury
64.	Milan Painovich	Rock Springs	8,	Section 10	11,795	0	No Injury
65.	Thos. Overy, Jr.	Rock Springs	8,	Section 15	11,683	0	No Injury
66.	John Cukale	Rock Springs	8,	Section 9	11,557	0	No Injury
67.	W. B. Rae	Hanna	4,	Section 1	11,340	0	No Injury
68.	Harry Faddis	Reliance	1,	Section 11	10,878	0	No Injury
69.	Adam Flockhart	Superior	C,	Section 1	10,773	0	No Injury
70.	Harvey Fearn	Reliance	7,	Section 4	10,003	0	No Injury
71.	Homer Grove	Reliance	1,	Section 12	9,975	0	No Injury
72.	A. L. Zeiher	Reliance	1,	Section 14	9,345	0	No Injury
73.	Thos. Rimmer	Hanna	4,	Section 10	9,121	0	No Injury
74.	John Bastalich	Reliance	7,	Section 5	8,624	0	No Injury
75.	Pete Glavata	Rock Springs	8,	Section 7	8,582	0	No Injury
76.	Anthony B. Dixon	Superior	D,	Section 8	7,966	0	No Injury
77.	DeForest Nielson	Rock Springs	8,	Section 8	5,957	0	No Injury
78.		Rock Springs	8,	Section 11	4,207	0	No Injury
79.	B. W. Grove	Reliance	7,	Section 7	4,074	0	No Injury
80.	H. G. Thomas	Reliance	1,	Section 10	3,689	0	No Injury
81.		Winton	1,	Section 8	3,584	0	No Injury
82.	Sam Evans	Reliance	1,	Section 7	3,563	0	No Injury
83.		Winton	3 & 7½,	Section 11	2,968	0	No Injury
84.		Winton	1,	Section 1	2,478	0	No Injury
85.		Superior	D,	Section 1	525	0	No Injury
86.	Clyde Rock	Superior	C,	Section 5	19,446	1	19,446
87.	Carl A. Kansala	Superior	C,	Section 2	18,340	1	18,340
88.	Lawrence Welsh	Winton	1,	Section 2	18,004	1	18,004
89.	H. Krichbaum	Rock Springs	4,	Section 2	17,843	1	17,843
90.	Jack Reese	Reliance	7,	Section 2	17,367	1	17,367
91.	Joe Fearn	Reliance	1,	Section 6	17,367	1	17,367
92.	Henry Bays	Superior	D,	Section 6	16,933	1	16,933
93.	Frank Silovich	Rock Springs	8,	Section 12	16,842	1	16,842
94.	Chas. Gregory	Rock Springs	4,	Section 6	13,685	1	13,685
95.	Steve Welch	Reliance	7,	Section 6	12,579	1	12,579
96.	James Harrison	Hanna	4,	Section 8	24,066	2	12,033
97.	Clifford Anderson	Superior	C,	Section 4	16,870	2	8,435
98.		Winton	3 & 7½,	Section 5	2,758	1	2,758

(Continued on following page)

## OUTSIDE SECTIONS

<i>Section Foreman</i>	<i>District</i>	<i>Man Hours</i>	<i>Injuries</i>	<i>Man Hours Per Injury</i>
1. Thomas Foster .....	Rock Springs	119,070	0	No Injury
2. E. R. Henningsen.....	Hanna	86,162	0	No Injury
3. R. W. Fowkes.....	Winton	62,776	0	No Injury
4. William Telck .....	Reliance	63,336	1	63,336
5. Port Ward .....	Superior	106,407	2	53,204
TOTAL ALL SECTIONS, 1938.....		1,934,057	18	107,448
TOTAL ALL SECTIONS, 1937.....		2,380,773	20	119,039

## August Safety Awards

THE monthly safety meetings for August were held in Hanna, Rock Springs, Winton, Reliance and Superior on September 3rd, 6th, 7th, 8th and 9th, respectively, there being a large attendance at all of the meetings. The Bureau of Mines film, "Modern Metal—Working with the Oxyacetylene Flame," was shown at all districts except Hanna. This was a very interesting and educational film.

All mines except "C" Mine, Superior, were eli-

gible to participate in the cash awards for having completed the month without a compensable injury. Rock Springs Mines Nos. 4 and 8, Winton Nos. 3 and 7½ Mine, also Superior "B" and "D" Mines each received an award for suits of clothes for having completed three or more consecutive months without an injury.

Following are the winners:

<i>Mine</i>	<i>First Prize \$15 Each</i>	<i>Second Prize \$10 Each</i>	<i>Third Prize \$5 Each</i>	<i>Unit Foreman \$10 Each</i>
Rock Springs No. 4	Evan McGregor	Wm. Welsh, Jr.	H. L. Jackson	Alfred Russell
Rock Springs No. 8	Henry Perner	George Rodda	John Corona	Milan Painovich
Reliance No. 1	John Easton	Thos. Stewart	Septimus Reay	Robt. Maxwell
Reliance No. 7	Al F. Koski	Tony Begovich	Ciril Jackovich	M. J. Duzik
Winton No. 1	Hugh Slimmon	James Cuthbertson	Wm. Willson	Pete Marinoff
Winton Nos. 3 and 7½	Leslie Benson	F. W. Fields	Milton Harris	Thos. Edwards
Superior "B"	Louis Kladianos	John J. Weaver	Joe Angeli	F. L. Gordon
Superior "D"	Thos. Smith	Bodie Stockich	Ensie O. Wilson	Henry Bays
Hanna No. 4	I. Sherratt	Emil Salo	Jack Crawshaw	James Harrison
Total	\$135	\$90	\$45	\$90

Suits of clothes awarded: Hans L. Crawford, Rock Springs No. 4 Mine; Aldon Porter, Rock Springs No. 8 Mine; J. B. Mickles, Winton Nos. 3 & 7½ Mine; Edward W. Hanking, Superior "B" Mine and Lawrence D. Wofford, Superior "D" Mine.

Superior "C" Mine was ineligible to participate.

## August Injury

LAWRENCE ZAJEC, *Austrian, age 52, single, face-man, Section No. 4, "C" Mine, Superior.* Hernia. Period of disability estimated six weeks.

Zajec and three other men were working in a pillar place, moving the pan line from the low rib of a pillar skip to the high side. As Zajec and the other members of the crew were lifting a pan in order to carry it to the new face, Zajec felt a sharp pain in the lower part of his abdomen.

Care must be exercised in lifting properly when handling material if this type of injury is to be avoided.

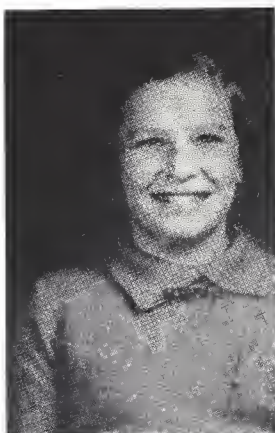
## Essay Contest

THE Bell and Zoller Coal Mining Company and its allied coal companies publish a monthly *Safetygram* setting out their monthly safety performance, which we note shows continuing improvement. The September issue carried two brief essays on safety by a girl of twelve and a boy of fifteen, children of mine workers. We reproduce herewith the two essays and pictures of these fine young people.

"Betty Stonecipher of Centralia, Illinois, and John Rebuffoni of Pekin, Illinois, will each receive \$5.00 for their essays on 'Why I Want My Daddy to Work Safely.'

Betty is the daughter of John Stonecipher, electrician helper at No. 5 Centralia Mine. She is twelve years of age, and is in the Eighth Grade at Field School. Betty submitted the following essay:

"My Daddy has worked in the mines for 21 years and he wears Safety hat, shoes and glasses. He has two sons working in the mine, too, and he talks to the boys about working carefully and safely, because if they are careless, it might hurt somebody else. I was patrol girl at school last year and helped the small children across the highway. We should be careful and help each other so that there won't be so many accidents and people hurt. That is why my Daddy should be careful, not only for himself but also for his fellow-workers."



Betty Stonecipher



John Rebuffoni

thirteen years. Nine years at Old Ben and four at Crescent No. 1, and he has never had a lost time accident. If he had not practiced safety all the time, he would have been hurt many times. My Daddy's motto is "Believe in Safety, not in Luck." "

"John is the son of Peter Rebuffoni, gangman at Crescent No. 1 Mine. He is fifteen years of age and attends the Washington Junior High School. John submitted the following essay:

"I want my Daddy to work safely because if anything should happen to him we could never be happy. My Daddy believes in wearing hard-toed shoes, hard-shell hat and goggles, and he makes me wear hard-toed shoes. My Dad has worked in the mines for

## Big Safety Meet

The Truax-Traer Coal Co., Leewood, W. Va., on August 3rd, held its sixth annual Safety meet, sixteen teams contending, their Marfork mine winning first place with a perfect score of 1500 points; the Raccoon mine second with 1499 points. Ten thousand people were in attendance to witness the contest. The huge affair was directed by W. R. Perfater, the company's Safety Engineer, assisted by Clarence O. Morris, State Department of Mines.

## First-Aid Contest at Labor-Day Celebration

FINE weather favored the U. M. W. A. in its Labor-Day celebration held at Rock Springs Sept. 4th and 5th. At the Rialto Theatre, Monday afternoon, a packed house listened to an address by Mr. William Dalrymple, National Representative of the organization, of San Francisco, followed by a splendid program of vocal and musical selections, tap dancing, etc., put on by local talent.

The First-Aid contest staged at the High School Gymnasium on Sunday morning was well attended, and displayed spirited rivalry amongst the nine teams participating therein, three entries in the Boy and Girl Scouts' division and six men's teams.

### SCOUTS' TEAMS

The Boy Scouts of Superior captured first prize, \$18.00, the trophy and individual pins, the personnel of the team, Reuben Haueter, Captain; Robert Haueter, Patient; Frank Parton, Richard Davis, James Kladionas, and Alfred Menghini.

The Senior Girl Scouts of Rock Springs, under the captaincy of Mary K. Campbell, took second award of \$12.00, the members of this troop being Dena Shiamanna, Phyllis Watson, Sophie Pryich, Angela Bogaty, with Annie Yerkovich as patient. Reference to our Magazine for July shows this bunch of young misses was the winner of the cup at our First-Aid contest held in the Old Timers' Building on June 17th last.

### MEN'S CLASS

Rock Springs Mine No. 8 was successful in landing the first prize with 498 $\frac{1}{3}$  points, the award consisting of \$30 cash, silver cup, and individual pins. George Blacker was Captain, Jack Yedinak, Patient, and Thomas Overy, Richard Herrin, Matt Wilde, and Fredk. Menghini composed the team.

Second place was given to Superior "D" Mine, with 495 $\frac{1}{3}$  points, \$18 cash award. William Edwards, Captain; William Faddis, Patient, and James Caine, Harold Massie, James Faddis, and Lewis Atkinson were the members of this outfit.

Other entries were from Company Mine No. 4, this city, The Colony Coal Company's Peacock Mine, Rock Springs, The Colony Coal Company's Dines mine, and Gunn-Quealy, and exceptional showings were made by them, considering the brief time they had to study and practice.

Much credit is due Mr. M. H. Croy, chairman of the committee staging the contest, and to the members thereof, for their indefatigable work in putting across this innovation upon such short notice. It no doubt will stir up enthusiasm amongst the men in the employ of the commercial coal companies in this field, leading them on to increased efforts in the future.

Judges were J. Howard Bird and E. H. Denny, Bureau of Mines, Denver district; Floor Judges, Lyman Fearn, Green River; L. M. Kuhns, Salt Lake City; H. L. Christensen and Harry Marriot, this

(Please turn to page 438)

## "Sentinels of Safety" Presented to Superior "D" Mine

SATURDAY, September 10th, was a red-letter day in the annals of The Union Pacific Coal Company, and particularly for the employes of Superior "D" Mine, the occasion being the presentation of the Sentinels of Safety Trophy, won by this mine for outstanding Safety performance in competition with all bituminous coal mines in the United States for the year 1937. At the dinner, which was served in the Old Timers' Building, were present all of the employes of Superior "D" Mine, the members of the staff of The Union Pacific Coal Company and a number of invited guests.

Mr. George B. Pryde, Vice President, acted as chairman of the meeting, introducing the several speakers, the entire program being broadcast over radio station KQRS, Rock Springs, so that those who were not present at the exercises had an opportunity to get it over their radios.

The McAuliffe Kiltie Band played some opening selections, and the chairman called upon Rev. Bruce K. Blunt, pastor of the First Baptist Church of Rock Springs, to give the invocation.

After the dinner, Mr. Pryde told of the previous awards of this trophy to Superior Mines, "B" Mine having won it in 1933, with a record of 187,888 man-hours worked without a lost-time injury; "C" Mine in 1934, having worked 225,426 man-hours of exposure and no lost-time injuries, and now "D" Mine won in 1937 with 301,051 man-hours worked, with no lost-time injuries. Mr. Pryde congratulated the personnel at Superior for their splendid Safety record.

A telegram was read from Mr. Theodore Marvin, Editor of "The Explosives Engineer," owned by the Hercules Powder Company, of Wilmington, Delaware, the company which donates the trophy, regretting his inability to be present. Mr. Marvin was with us on both former occasions, and we had hoped that he would be with us again this time.

Mr. D. J. Parker, District Engineer of the United States Bureau of Mines, Salt Lake City, entertained the audience with a short talk on safety, drawing freely from his vast fund of stories. Dr. Parker is a frequent visitor at the safety functions of The Union Pacific Coal Company, and we always enjoy having him with us.

Mr. W. H. Cameron, the Secretary and Managing Director of the National Safety Council, who was the chief guest speaker, and who had been asked by Mr. Marvin to make the presentation on behalf of "The Explosives Engineer," arrived on the Streamliner, and was escorted into the building by Mr. McAuliffe and Mr. Bayless, with McAuliffe's Kiltie Band piping him into the hall.

The Chairman asked Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, to introduce Mr. Cameron, who has a national reputation in safety work, which he did as follows:

"Mr. Cameron, Mr. Pryde, men of 'D' Mine and guests:

"The employes of The Union Pacific Coal Company have had in the past few years occasion to celebrate many momentous events. On June 18th last, those of you who are members of the Old Timers' Association, which we hope will outlive the Democratic, the 'New Deal' and the Republican parties, joined in the Fourteenth Annual reunion of that beloved organization. You have celebrated many holidays—Christmas, New Years, Independence Day, Labor Day, and other days, and today we are met to celebrate for the third time a most glorious victory, that of winning the 'Sentinels of Safety' Trophy generously donated by 'The Explosives Engineer,' published by The Hercules Powder Company, of Wilmington, Delaware, this award made annually since 1925, under the sponsorship of the United States Bureau of Mines.

"It is interesting to note that in the thirteen years this prize has been awarded, the United States Coal and Coke Company of Gary, West Virginia, received the trophy in each of the first four years, our Superior 'B' Mine won the trophy in 1933, with Superior 'C' Mine the winner in 1934, thereafter for two years the prize went to two companies and in the thirteenth year, 1937, the little bronze woman with her child, came back to the men in Superior 'D' Mine, two coal companies having won the trophy in seven of the thirteen years.

"I have repeatedly said that in our mines, safety now rests almost wholly with the men working below ground, including the supervisory force. Our Superior mines have an enviable safety record and Safety Engineer Knill and Superintendent Brown, while entitled to praise for their leadership, generously yield the credit to the men who get out the coal. For Mr. Pryde, Mr. Bayless and myself, I beg to compliment each and every one of you and wish you continued success.

"And now it is my privilege to introduce the gentleman who came over from Chicago to speak to you on Safety, and to make the formal presentation of the 'Sentinels of Safety' Trophy to you in behalf of 'The Explosives Engineer' and the United States Bureau of Mines. You will recall that Mr. Theodore Marvin, Editor of 'The Explosives Engineer,' was with us in 1934 and this year Mr. Marvin prevailed on Mr. W. H. Cameron to make the presentation and to speak to you on safety today. Mr. Cameron is the Managing Director and Secretary of the National Safety Council, an organization that is nation-wide in scope of territory, embracing every industry and phase of human activity where safety is involved.

"The Council will celebrate its Silver Jubilee in Chicago, October 10 to 14, next, at

which time the question of safety will be analyzed and discussed by the leading scientists and industrialists of the whole United States. I present to you Mr. Cameron."

Mr. Cameron gave an inspiring safety address. He stated that he was born in Toronto, Canada, of Scotch parents, and the bagpipes took his memories back to the days of his childhood. He pointed out that men like himself, and other leaders in the safety movement, were apt to complain and analyze so much that they lost sight of the "victories." He asserted that the men of "D" Mine had won a great victory, and have proved to the world that it is possible to operate mines without accidents. He then said that 285,000 lives have been saved through safety movements similar to this, and yet the efforts are still very spotty.

He talked mainly about the "characteristics of safety," stating that safety is a negative idea, and it is hard to make people understand that we must take precautions if safety is to be achieved. He told of the struggle to procure the acceptance of anesthesia in surgical work, and compared safety with that, stating it was mainly a struggle to get people to accept it. He said that the safety movement is still very limited, and work such as is being done in districts like this is tremendously important to the larger work. He said that the leaders in the movement are merely safety promoters, and that it is up to the men in the field to do the real safety work as it must be done.

He mentioned two personal experiences relative to a lack of safety, once when he scalded his arm as a baby, still carrying the scar, and how his mother's death was caused by neglecting a minor accident. He also related other cases where very serious injuries were caused through almost infinitesimal neglect, one where a baby kicked a child's high chair over backwards, her spine in-

jured to such an extent that she was an invalid for the rest of her life. Mr. Cameron presented these illustrations to show how narrow a margin there is between safety and a lack of it, and how difficult it is for people to understand the real meaning of safety.

Mr. Cameron then stated that Mr. McAuliffe's address before the National Safety Council in Chicago, in 1927, is still considered a classic on safety work. The speaker then referred to what he called "Standards of living; habits and customs," stating that this safety thing gets right back to fundamental habits, and that is why it should be taught in the schools, so that people will get in the habit of "thinking safety."

He told of his recent visit to the first meeting of the International Safety Association at Amsterdam, Holland, stating that practically every country now has a cooperative organization like our National Safety Council. He remarked that last April, in Amsterdam, there were fourteen countries represented, and these countries point with a great deal of pride to the records made in the United States, and that the next International Safety conference will be held in Italy in 1939.

Safety, Mr. Cameron pointed out, is international in scope, referring to the importation of foreign materials which are unsafe, and over which we do not have the control which we do over domestic products. He referred to certain handles on shower baths, imported from Japan, from one of which he, himself, was injured through its breaking while being used, stating that many other people were injured from the same cause.

Mr. Cameron closed his remarks with these words:

"It is certainly a great pleasure to me, on behalf of Mr. Marvin, and the United States Bureau of Mines, to present this 'Sentinels of



*Some of those in attendance on the occasion of the presentation of the "Sentinels of Safety" Trophy to The Union Pacific Coal Company "D" Mine, Superior, Sept. 10, 1938. Picture taken outside the Old Timers' building at Rock Springs, Wyo.*

Safety' trophy to Mr. McAuliffe, your president, in your behalf. There is a great feeling of pride in the National Safety Council, in the United States Bureau of Mines, and in the 'Explosives Engineer,' relative to the presentation of this trophy to your men. Mr. McAuliffe, I take great pleasure in presenting this Sentinels of Safety trophy to you on behalf of the Bureau of Mines and the 'Explosives Engineer.'"

Mr. McAuliffe, in accepting the trophy, said:

"It is a real privilege for me to accept this symbol of safety on behalf of the men, in 'D' Mine, Superior. Perhaps Mr. Cameron did not know that many wives and the other members of the families of these men, and others, were listening to his talk today, which was broadcast over the local radio station. He spoke of standards, standards of safety, and I hope that those wives and others who listened to Mr. Cameron *will think, THINK, THINK, about the numerous trifling things, trifling on the surface, which, too frequently neglected, lead to catastrophe.*

"Mr. Cameron did not speak of the highway situation. That is one of our problems, and that, when coupled with intoxication, which is altogether too common, represents a serious phase of the accident situation. I know it seems rather strange that Superior has monopolized the award of this little bronze woman and her child. I am wondering why Rock Springs, Reliance, Winton and Hanna are not moving in the direction of winning the trophy. We expect to have it on the property from time to time, if we do not keep it continuously after this year, and, now that Superior has established an extraordinary record, receiving the little lady three times (although not exactly in succession) I hope that it will come to some of our other properties, and that it will lend the same inspiration to our men in the adjoining mines that it has to the men in the Superior mines.

"This trophy, boys, is yours. It is not the property of The Union Pacific Coal Company, or myself. Mr. Pryde may keep it in his office; you get the replica. But he keeps it for reasons of safety, in a fireproof building, so that we may pass it on to the next winner. I think this is a tremendously momentous occasion.

"May I say just another word, that I know Mr. Cameron will be interested in. He will be glad to know how far the standards that you are setting have spread. I told some of you boys last night at Superior that they have spread to the British Isles, and our eastern mines, and today I received a telegram advising that a representative of one of the large anthracite companies in the United States would be out here soon to look into our safety records. I have sent copies of our rules and the papers I have written on safety work on our properties,

to some of the largest coal-mining companies in the United States. Lately they have been coming in, at least once a week, asking for information on which to base a similar organization. You are making a very fine mark in the mining industry, both here and abroad.

"I thank you, Mr. Cameron, for coming out to make this presentation, and I know all the boys appreciate your visit, and what you have said:

The Chairman next called on Mr. George A. Brown, Mine Superintendent at Superior, to say a few words, Mr. Brown responding as follows:

"I must say that it gives me great pleasure to be here on this occasion, and I am also proud of the record we have made in winning this trophy three years out of the last five. As you heard Mr. McAuliffe say, this is the thirteenth year that the 'Sentinels of Safety' trophy has been presented to different winners. I might tell you that thirteen is my lucky number. I was born on the thirteenth day of the month, and there are a lot of things that I could tell you about number thirteen. I have always considered that thirteen is my lucky number, so we are all lucky in winning it on the thirteenth occasion.

"There are certain things and conditions that are responsible for the winning of this trophy. I think that three things are more responsible than anything else. That is, the management that we have at the head of our company, and the support that we get from them. Then there is the planning of the work, and the organization, and the cooperation of the men. I figure about twenty-five per cent out of one hundred is the planning and the organization, and the other seventy-five per cent is the result of the fine cooperation of the workmen in the Superior mines.

"I might state at this time that when we started holding our safety meetings and we took up the matter of safety and putting the program over, I think we had a better response from the men in Superior than any of the other districts. I think that holds good, to a certain extent, at this time. It is a surprise to everybody who attends our safety meetings at Superior. I did not happen to be at the safety meeting last night, but Mr. McAuliffe and Mr. Pryde were there. I think Mr. McAuliffe was very much surprised to see the turnout. When our mines are not working, or when we have no second shift working, the hall at Superior is practically packed. We then do not have seating capacity to take care of all the men. This shows that all our men are interested in the safety program, and I think that as long as we can keep our men interested in safety we will be able to repeat, and have more of these occasions, and receive this trophy again at some future date."

The chairman then called upon Mr. Sam Dexter,



*Some of the men who helped win the "Sentinels of Safety" Trophy for "D" Mine, Superior, just before entering the mine for the night shift.*

one of the employees of "D" Mine, a member of the United Mine Workers of America, to talk for the men, Mr. Dexter doing so as follows:

"I feel rather weak, standing up here before you men, although I have a fairly good foundation to stand on. Possibly the cap piece is a little weak making the prop rather shaky.

"In behalf of the men working in 'D' Mine in 1937, I wish to say it gives me and our men great pleasure to take part in this gathering, and for this purpose. It is an honor that any body of men can be proud of, especially when consideration is given to the hazardous nature of coal mining. It is not so many years ago that accidents and fatalities in coal and metal mining were merely an incident, that is, it was thought that they could not be avoided, but, due to the active part taken by the Bureau of Mines, the education of the workers, closer and better management, and cooperation and engineering for Safety First, we all know that improvement has come, and that we are also working for one of the most progressive mining companies in the country, both in regard to mining and safety, and I want to thank the management from Mr. McAuliffe down, for having the opportunity to take part in this meeting and this banquet, and I hope, at some future time, that we may all, and by all, I mean men from all the mines of The Union Pacific Coal Company, gather here for this same purpose. I thank you."

Mr. Pryde then called upon Mr. E. H. Denny, District Engineer of the United States Bureau of Mines, Denver, Colorado, to make the presentation of the three certificates of honor won by Superior mines, Reliance mines, and the Coal Company as

a whole, for their safety record in 1937. Mr. Denny said:

"It is a privilege to be here, and to witness the awarding of this 'Sentinels of Safety' trophy, this great achievement of Superior 'D' Mine, and I like to think that such an award, and these other awards, are not only a tribute, giving credit where credit is due, and an inspiration toward continued good records, but also that it is an inspiration to other companies, and it also gives us in the Bureau of Mines a chance to say, 'Well, here, The Union Pacific Coal Company did this, why can't you do it?'"

"Now I have had the privilege before, on behalf of the Bureau of Mines, of awarding the certificates of the Joseph A. Holmes Safety Association to one or more mines of your company, and today I have a similar privilege. The awards are not to one mine, but to several, in recognition of the fact that The Union Pacific Coal Company, as a whole, has achieved safety results.

"Now, I want to take you back just a minute, to give you the background. Back between 1880 and 1890, there was a young professor of geology at the University of North Carolina. He became State Geologist serving there for some ten years after that, then he became interested in the problem of economic safety. He saw that in economic waste was human waste, the waste of human life. In 1905 we find him the head of the Technological branch of the United States Geological Survey, and soon we find him inquiring why accidents occur, and why mines blow up.

"On July 1, 1910, he became our first Di-

rector. He first established the work which we have carried on ever since as best we can. For example, the study of mine explosions, first-aid and mine-rescue work, the study and development of permissible explosives, and the development of permissible electrical equipment. All those were started under Dr. Joseph A. Holmes.

"I met Dr. Holmes just once, in 1914, a thin, spare, serious man, at that time showing the effects of his work, which was soon to culminate in his death. In 1915 he died. In 1916, the Holmes Safety Association was formed to perpetuate his memory, and, in some degree, to carry on his work, and last year many awards of the Holmes Safety Association were made. They are of various types. For example, I remember one; Harry Carrol, of Ohio, just retired, after 79 years working without an accident. He was given a certificate of honor. Many others were recognized for their success in avoiding accidents to themselves and the men under them. One company, with 196 men in its mine, each of whom had gone over 30 years without an accident was honored. Medals were given to men who have saved lives at the risk of their own lives. Last week, I awarded medals to three men who had gotten the body of a miner out at great personal risk to themselves, and medals were awarded to some miners in Routt County, who saved the Superintendent when he was caught under a rock. They took very great chances on their own lives. Another type of recognition is that given to 65 companies and other organizations for safety work. Of these The Union Pacific Coal Company received, not one, but three awards, and I want to read to you these awards. You have read them before, but I want to read them again, and to give recognition to them:

"To Superior "B," "C," "D" and "E" Mines, awarded Certificate of Honor for operating without a fatality from December 11, 1935, to December 31, 1937, employing an average of 587 men, working 1,928,551 man-hours and producing 1,795,552.65 tons of coal. "B" and "C" Mines had previously worked over a year without a lost-time accident, producing more than 600,000 tons of coal."

"That is one certificate. The second is:

"To Reliance Mines, awarded Certificate of Honor for operating without a fatality from January 25, 1933, to December 31, 1937, employing an average of 282 men, working 2,201,764 man-hours in 1,001.3 days, and producing 2,015,432.30 tons of coal."

"That is the second award. The third is to The Union Pacific Coal Company, as a whole, and by that I mean the whole, not only the of-

ficials, but the employees, all of you, working together.

"Awarded Certificate of Honor for improving its accident record from 444,776 man-hours per fatality and 15,617 man-hours per accident in the 5 years 1923 to 1927, to 731,205 man-hours per fatality and 61,165 man-hours per accident in the 5 years 1933 to 1937. Tons per fatality in the first period were 299,344 and in the latter period 635,892; tons per accident in the first period were 10,511 and in the latter period 53,192."

"And then, too, there is another certificate awarded by the Director in the National Safety Competition to each individual in the Superior 'D' Mine.

"This Certificate of Honor is awarded by the United States of America, Department of the Interior, Bureau of Mines, to \_\_\_\_\_ as a member of The Union Pacific Coal Company at its "D" Mine, Superior, Wyoming, which has won the Sentinels of Safety Trophy in the 1937 National Safety Competition for establishing a low record of no days lost from all accidents for each thousand man-hours of work performed. Signed John W. Finch, Director, Washington, D. C., August 31, 1938."

"And, Mr. McAuliffe, it is a very great privilege to be able to present to you and the members of your company these certificates."

Mr. McAuliffe, in accepting the certificates, said:

"Mr. Denny, however you may rejoice at the privilege of presenting them, I esteem it an even greater privilege to receive these certificates on behalf of the property and of our boys in the 'D' Mine. You men of 'D' Mine understand, of course, that there is an individual certificate for each man, which will be delivered by Superintendent Brown.

"I like to think back to the days of my acquaintance with Dr. Holmes. He was a fine gentleman, a crusader, who laid the foundation for safety work in coal mines, and which has been so ably carried on through the years by the men in the employ of these mines. I have spoken to you before about my personal knowledge of the Bureau men and of their individual courage. I never knew a Bureau of Mines engineer to stand back in an emergency, or to consider what the cost was that attached to entering a mine where an explosion had occurred. I have had a great deal to do with them in the past. Fortunately, since I came to this property, my relations with them have been in the nature of an educational and constructive relationship, and not in rescue work. Today, we are receiving recognition from the United States Bureau of Mines, and I shall always hold in deep affection and gratitude the privilege of the acquaintance, not only of the heads

of that organization, the Bureau of Mines, from Dr. Holmes down to the present Director, Dr. Finch, but also with dozens of the members of that organization. I again thank you, Mr. Denny."

Mr. Pryde then called on Mr. Norman Damon, who is interested in automotive safety on the highways, to address the meeting. Mr. Damon said:

"I want to confess, before you find it out otherwise, that I am not a traffic, or any other kind of safety expert. One definition, you know, of an expert, is a man who is three hundred miles away from home and can answer two questions from an audience. However, as coming from another industry, I want to compliment you, and congratulate you on your record, on the recognition given you as champions. And tough as the job was of getting it, I want to warn you that it is still tougher to keep it.

"Just a word about the motor industry's interest in safety. It is really three-fold, and goes beyond the production. The industry, of course, has a very extensive safety program in the plants, and beyond that, of course, they have to make a safe product, for many of you men, perhaps all of you, use cars. That is something you probably don't worry about, as much as the men in the industry. Whether the product will be used safely is another question. That brings us the third item, and about three years ago, the motor industry, disturbed by the accidents on the road, decided to see what they could do about it, and it has contributed about \$450,000 toward working with various safety organizations to see if they could not help the people using the vehicles to use them more safely.

"There is still another angle to safety in the plant. In South Bend, there have been established industrial highway safety leagues, and it has been shown that those men are far better drivers on the highways than the average driver. Those men in the plants seem to have gotten the safety idea, and they take pride in their record, with the result that, for the past year, at South Bend, those safety league men had only one-tenth the number of accidents that the rest of the public in South Bend had. I think that is quite as significant as the gain established in the plants and the mines. Safety today is no longer a question of preaching safety evangelism, but it has become universal, and it is going to become more practiced in the homes, the factories, and on the highways. In closing, I want to say to you that I hope you continue to keep this championship."

The Chairman then called upon Safety Engineer Knill for a few remarks, Mr. Knill stating:

"I would just like to add my congratulations to Mr. Brown, Superintendent at Super-

rior, to Mr. Law, who was mine foreman during the year 1937, and to every man who worked in 'D' Mine during the year.

"Now this record that was made in winning the 'Sentinels of Safety' covered only the calendar year of 1937. However, that record starts with the last lost-time accident, which happened November 20, 1936, and continued for 508 days without an accident, until April 13, 1938. That is nearly 17 months. A wonderful record. And with the exception of one accident, you continued on for nearly 22 months. I hope that the winning of this 'Sentinels of Safety' Trophy will not cause a let-down, but will be an incentive for all our mines, and especially for 'D' Mine, Superior, to continue to move on to greater things. I thank you."

The Chairman stated that, before closing, he was going to call upon one who is very close to the safety work, and who had a great deal to do with the administration of this work, introducing Mr. I. N. Bayless, General Manager, who said:

"I have a great feeling of emotion arising from this safety movement. Going back a few years ago and sitting here in this building, Mr. McAuliffe expressed to me the wish that something more could be done for safety. He was very much concerned about the men injured in the mines, the men who were getting killed, and crippled. He asked, above everything else, that the management should do everything possible to try to eliminate accidents, and so a new and more intense safety campaign was started. Superior has been the outstanding district in winning the safety trophy. We realize it is going to be hard for you to continue to hold the records which have been made. Mr. McAuliffe has expressed the hope that some of the other districts will come to the front and show you some real competition in working safely, and in winning this trophy. We would like to keep it, and we are all appreciative of the things that have been said here today. We are appreciative of the cooperation of the 'D' Mine, Superior, men, and also of the men in the other districts and the other mines of The Union Pacific Coal Company. We realize the tremendous job we have had in maintaining our present safety record. We would all like to go forward, and I am satisfied I am expressing the hope of every man who works for The Union Pacific Coal Company that we will be able to go through some year in the near future without any serious injuries. I thank you."

It was a wonderful day for The Union Pacific Coal Company's entire personnel, and everyone felt that the meeting had been a most successful one. Many fine things were said about the Superior safety record, and the winning by Superior of the trophy three times, and the wish was expressed

that the "Sentinels of Safety" Trophy would again come to The Union Pacific Coal Company's properties.

Mr. Pryde thanked the ladies of the local Baptist church for the excellent repast, as well as all those who had participated in the program, and likewise the guests who had come a long distance to be present. The meeting closed with a selection from the Kiltie Band.

## First Aid Contest

(Continued from page 431)

city; Andrew Strannigan and Harold Morgan, Winton; James Haueter and David Gilfillan, Superior; Douglas Harris, Blairtown; and Walter H. Walsh, Deputy State Coal Mine Inspector, Rock Springs.

The prizes were handed to the successful ones at the theatre on Monday afternoon by the speaker of the day, Mr. Dalrymple.

Sunday, at the Roosevelt Stadium, the usual games and races were held with large crowds enjoying and applauding the efforts of the contestants.

Free picture shows, free dances at several halls for the grown-ups, candy for the youngsters, all helped to make it an outstanding holiday.

## Keep Your Name Off This List

The following men, on account of their having sustained a compensable injury during the past eight months, are ineligible to participate in the awarding of the grand prize—a new five-passenger automobile—which will be given at the close of the year 1938:

Robert Barbero, Rock Springs  
J. R. Mann, Rock Springs  
Nestor Neimi, Rock Springs

Max Cologna, Reliance  
Everett Gordon, Reliance  
Erwin Groark, Reliance  
LeRoy McComas, Reliance

Ben Dona, Winton  
John Miller, Jr., Winton

Del Homan, Superior  
Lawrence Hysell, Superior  
Matthew Miller, Superior  
Reno Moretti, Superior  
George Tomich, Superior  
John J. Vase, Superior  
Lawrence Zajec, Superior

Emmett Bain, Hanna  
Rudolph Makinen, Hanna

## National Safety Council

The above-named organization will hold its Silver Jubilee Congress in Chicago, October 10th to 14th, headquarters being the Stevens Hotel.

## STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY THE VARIOUS DEPARTMENTS, OR MINES, SINCE THE LAST COMPENSABLE INJURY

FIGURES TO AUGUST 31, 1938

	<i>Underground Employees Calendar Days</i>
Rock Springs No. 4 Mine.....	117
Rock Springs No. 8 Mine.....	168
Reliance No. 1 Mine.....	68
Reliance No. 7 Mine.....	36
Winton No. 1 Mine.....	83
Winton No. 3 Mine.....	752
Winton No. 7½ Mine.....	231
Superior "B" Mine.....	345
Superior "C" Mine.....	35
Superior "D" Mine.....	140
Hanna No. 4 Mine.....	64
	<i>Outside Employees Calendar Days</i>
Rock Springs No. 4 Tipple.....	2,864
Rock Springs No. 8 Tipple.....	1,444
Reliance Tipple .....	1,280
Winton Tipple .....	3,064
Superior "B" Tipple.....	217
Superior "C" Tipple.....	70
Superior "D" Tipple.....	518
Hanna No. 4 Tipple.....	292
	<i>General Outside Employees Calendar Days</i>
Rock Springs .....	2,176
Reliance .....	133
Winton .....	2,661
Superior .....	2,933
Hanna .....	1,036

## Yeah, Death, Where is Thy Sting?

Howard Fowler and Cloe "Doc" Mitchell planted themselves on highway No. 71 a short distance south of town to make some pictures which Fowler hoped would sell in a safe driving campaign.

Mitchell was clothed with a death mask and black robe and armed with a scythe and a skeleton arm. He posed by the roadside as if thumbing a ride.

A giant trailer truck roared over the brow of the hill. A startled scared-wolf expression came over the face of the burly driver.

As the truck drew even with the eerie model, Mitchell shouted, "I'll be seen' you!"

"Like hell you will!" roared back the driver as he "gave her the gun"—all she had—downhill.—*Rogers (Ark.) Daily News.*

## • Engineering Department •

### The Beaver, An Expert Soil Erosion Engineer

*Data collected by C. E. SWANN*

#### PART I.

#### THE BEAVER AND ITS HABITS

**B**EAVER, the English name of the well-known rodent mammal, castor fiber, or, more loosely, of any species belonging to the genus *castor*. The animal so designated has in each jaw two powerful incisor teeth, coated with hard enamel, by means of which it is enabled to cut across the trunks of the trees which it requires for its engineering schemes. The hind feet are webbed, and one of the five toes has a double nail. The tail is flattened horizontally, and covered with scales. Large glandular pouches secrete an odoriferous substance called *castoreum*. The castor fiber exists through the temperate and colder parts of this country.

The true beaver (*castor fiber*) inhabits Europe and North Asia, but is represented in North America by the allied (*castor Canadensis*) distinguished by the form of the nasal bones of the skull. The present-day species are both about three feet long, of which nearly one third is tail. The valuable fur is composed of two kinds of hair—one close-set, silky and gray; the other coarser, longer and reddish brown. Formerly common in England, the European beaver is now confined to the Elbe, the Rhone and to parts of Scandinavia. The American species has also greatly decreased in numbers.

Beavers are gregarious, living in streams, where, to render the water of sufficient depth to prevent its freezing to the bottom, they build dams of mud, stone and tree trunks. These structures are frequently of great strength and show considerable ingenuity. In the pools made by the dams, the American beavers build lodges, chambers opening under water and formed of the same materials as the dam. Both dam and lodge are built in the autumn, and the lodge is covered on the outside with mud, which freezes as hard as stone, and is an efficient protection against wolves and other carnivores.

The favorite food of the American beaver is the root of the water lily, but it will also eat bark, leaves and berries. When the ice breaks in spring, the beavers leave their lodges and lead a roving life until autumn. The flesh of the beaver resembles pork in flavor.

Fossil remains of beavers occur in peat in Europe generally, while in the Pleistocene Age of England and Siberia are found the bones of a giant extinct form.

Mr. Baker, of the National Zoological Gardens, has written the following account of the establishment of a beaver colony years ago:

At the time that the National Zoological Park at Washington, D. C., came into existence, live fur-bearing animals were of little interest; the only demand was for their pelts. So, when we wanted beavers with which to establish a colony in the Park, no regular channels of supply existed. In time, we did secure several from widely different sources, but most of these were crippled or otherwise in poor condition when received. Finally we turned to the Yellowstone National Park, and, through the cooperation of Captain George S. Anderson, U. S. A., then in charge, made arrangements to procure a supply there. The animals were fairly common in localities suited to their mode of life, but to get possession of them alive and uninjured was not an easy matter. It required knowledge of beaver habits and more than the ordinary trapper's skill and ingenuity. Fortunately Captain Anderson found ready at his hand the man needed in the person of Elwood ("Billy") Hofer, widely known to sportsmen and naturalists as a hunter and guide, and he was, with some difficulty, persuaded to undertake the capture of the beavers.

By setting nets in their runways and then driving the beavers out of their houses, Hofer finally succeeded in collecting a total of ten American beavers, which were thought to be a sufficient number for the purpose. They ranged from adult and apparently rather old animals down to young of that season.

Shipping crates, carefully designed, were prepared for them, each linked with sheet-iron and furnished with a tank so that the animals could have their bath. Personally conducted by Hofer, they made the long journey from the Yellowstone Park to Washington, all arriving safely. Thus began the beaver colony at the National Zoological Park.

The first site chosen for the beavers was on comparatively level ground near the bank of Rock Creek. An area some fifty feet across was inclosed with a fence of heavy wire netting, below which a barrier of sheet iron extended some four feet into the ground. The newcomers seemed fairly well satisfied with this, and took possession to such an extent that soon they were out of sight most of the

time. A small artificial pool occupied part of the inclosure, but the location was such that the beavers had no chance to build a dam. Not long after the beavers had been established on this site, the development of streets in the immediate vicinity created a demand for a new driveway along the side of Rock Creek. The beavers were squarely in the line of this new improvement, and nothing remained to do but remove them to some other home.

The new place selected was in the lower part of what has sometimes been picturesquely termed the "Missouri Valley," near Washington, D. C. Here the grass-covered banks sloped rather steeply to form a V-shaped valley, in the center of which ran a little stream of clear water, fed by springs, which had cut for itself a narrow trench at the very bottom of the valley. We built an inclosure, about a hundred feet wide, and nearly two hundred feet long, up and down the valley.

The first thing we had to do in removing the beavers was to catch them, and that proved to be no small task. We found that they had fairly honey-combed the ground of their inclosure with burrows. Not until practically every square foot had been dug over with pick and shovel was the last beaver located and secured.

Their new home seemed to meet with immediate approval, and evidently was recognized as better suited to their needs than the first site, for they set to at once to build a dam across the bottom of the valley near the lower end of the inclosure. With this completed to a point where it gave them a good depth of water, they started a second dam several rods above, and the two seemed to satisfy them for some time. At once, on taking possession of the new inclosure, they had proceeded to cut down the few trees that had not been protected, including several small pines. They next investigated a sycamore tree some fourteen inches in diameter, which had been protected with a guard of heavy wire netting secured to stakes at the bottom. They succeeded at night in loosening this so that it could be shoved up, and, by the time we noticed their operations, they had girdled the tree and cut considerably into the wood. Since it was then too late to save the tree, we turned it over to the beavers, who cut it down at once. In order to provide suitable food, small saplings and trimmings from larger trees were thrown into the inclosure by the wagon-load. After eating the bark, the beavers cut up the sticks into suitable lengths for use in the dams. Not very long after the building of the second dam, the beavers undertook an even more ambitious enterprise in the shape of a dam crossing the full width of the inclosure and raising the water level fully ten feet at the lowest point in the valley. So extensive was this last dam that the fence had to be moved up the hill on the rear side of the inclosure, and along the front the water occasionally rose to a point where it ran out through the fence on the public walk. This great dam, which at first bristled with white, peeled sticks, had been over-

grown with grass and marsh vegetation so that it now appears only as a rounded, steeply sloping green bank.

Various accidents, some tragic, befell the members of the beaver colony. One individual, more agile or more restless than the others, succeeded in climbing the fence and took up his life in Rock Creek. He was seen, at first, farther up the creek, and then at several points lower down, but always evaded capture. Finally he made his way into the Potomac River and, coming out several miles below on the bank of Four Mile Run, he encountered a man making hay, who greeted him with a pitchfork and ended his life.

Another beaver succeeded in making a hole in the fence through which he went out at night, cut small saplings on the adjacent hillside, and dragged them back through the opening. Apparently he failed one night to find the opening on his return, and, following down the rear side of the fence, he came at last to the creek. He eventually found the Chesapeake and Ohio Canal, which follows the Potomac, and, when several miles distant from the Park, was found on the towpath by a farmer, who killed him with a club.

Young have been born several times, some of which lived to replace the older animals, and several were sent in exchange to other zoological parks.

The beaver is unusual among animals in zoos, in that it can lead in an inclosure a perfectly natural life. To feel perfectly natural, a lion would have to have a zebra a day to kill, and the bush pig an acre of African planted potatoes to hoe up, but a beaver can lead his real beaver life with running water, mud and sticks. Ours loaf in spring and summer, but when winter approaches the dam is prepared, new sticks are added, more mud gathered from the bottom of the pond and put in place.

At one time a mother and father built a supplemental dam below the large one where their three little ones played, and dug tunnels in every direction. Our specimens have their lodge in the bank, which they have covered with a pile of saplings. After four in the evening, one may see them swimming about for a time, busily working.

They are fed grain and vegetables, and sometimes bread. During the summer, the night watchman carries some supplementary food, which he throws into the inclosure.

Part II. The Beaver as an Engineer.

#### OH! BUT ARE YOU SURE?

A group of college boys were visiting the insane asylum and one of them asked an inmate his name. The man replied, "George Washington."

"Why," said one who had visited the institution before, "the last time you said your name was Abe Lincoln."

"Yeah, that was by my first wife."

## Superior Captures More Honors



OUR Superior mining district seems, to a rank outsider, to be gathering all the orchids in this issue of the Magazine, as witness the award of the Safety Trophy to "D" Mine, and now comes their Boy-Girl Drum Corps, which successfully landed first prize in Class "C" Division at the annual convention of the American Legion at Cheyenne, August 26, 1938.



*Trophy won by the Superior American Legion Drum Corps at the State Convention of the American Legion at Cheyenne, Aug. 26, 1938.*

A photo of the personnel of the organization is shown above; the sprightly young lady on the left is Harriet Haag, Drum Major, while on the extreme right is Instructor J. J. Brueggemann, of Rock Springs.

Front row, from left: Betty Miller, Betty Gardner, Vivian Parton, Oleta Rodney, Florence Ecklund, Helen Zancanella, Wilma O'Connell, Donald

Powell, Richard Davis, Paul Yedinak, Billy Smith, Paul Pecolar, Dorene King (sitting) and Eugene Bara.

Back Row: Edith Brueggemann, Ross Davis, Clarence Brawley, Betty Brueggemann, Mary Siegert, Ernest Zancanella, Frank Parton, Janet Gardner, John Balog, Steve Balog, and Helen Haag.

The trophy won was a beautiful medallion, and is also shown.

### Alibis

"I didn't have a well-to-do father to buy me an education." BOSH! Neither did Benjamin Franklin, Alexander Hamilton (Poor fellow didn't have any father whom he could name), Abraham Lincoln or Thomas Edison.

"I never had the time to study and educate myself." BOSH again!! Everybody has 24 hours per diem—no more and no less. Here is one precious gift in which we all share alike. All of us have just as much time each day of our lives as Henry Ford; young Edward Stettinius, Gerard Swope, or any of the DuPonts, Rockefellers, Roosevelts, etc. It's what we do with this daily gift of 24 hours that will cause us to stay where we are or to go ahead to bigger and better things.

It is almost axiomatic that the higher the salary any job commands, the fewer are the number of men and women in competition for it.—*Matthews.*

### WORTH SOMETHING

The boy had to go to summer school because he hadn't passed out of the fourth grade. He brought home his report card and handed it to his father.

"D in work, D in effort, D in conduct," read his father angrily. "That settles it. From now on you and I are through."

"Stop deluding yourself, pop," the youngster replied. "Just remember that I'm still an exemption on your income tax."

## • • Ye Old Timers • •

### Old Timer Nels Ekman



The photo above shows Mr. Nels Ekman and granddaughter, Lesley Ekman. Mr. Ekman celebrated his 77th birthday on September 11th, and is a retired Old Timer of Hanna. He came here July 4, 1890, and started work as a pumper in No. 2 Mine. Later he became carpenter boss and worked at that occupation until his retirement several years ago.

### Mrs. Martin Amazich Dies

Mrs. Martin Amazich, 1021 Pilot Butte Avenue, died at the Wyoming General Hospital August 24th, following a brief illness. Survivors are her husband (a respected member of the Old Timers' Association) and eight children. Funeral services were from the North Side Catholic Church, Rev. Albin Gnidovec officiating, interment being in the local cemetery. To the bereaved, sincerest sympathy in their hour of sorrow.

"Government is not reason, it is not eloquence—it is force! Like fire it is a dangerous servant and a fearful master; never for a moment should it be left to irresponsible action."—*George Washington*.



Above are pictured Donald, six months, and Thomas, two years, sons of Mr. and Mrs. Donald Walker, grandsons of Mr. and Mrs. Wm. McMillan and great-grandsons of Thomas McMurtrie. "Bill" McMillan and "Tom" McMurtrie are respected members of our Old Timers' Association and naturally are proud of these two fine boys (Old Timers of some future year) as are the parents, Mr. Walker now being in the Company service at our Winton property. The beautiful background is the Dalgas prize garden on Lowell Street, Rock Springs.



This "threesome" was snapped in front of the Elks Building upon the occasion of the Old Timers' Reunion last June. From left to right: Mrs. Ludvik Hill, Superior; Mrs. Eric Rink, Superior; Eric Rink, Superior.



In the above picture are shown five members of the Old Timers' Association, all Krainers, the picture taken during the 1938 Old Timers' meeting. Reading from left to right: Frank Rauniker, Rock Springs; Blaz Bernard, Rock Springs; Kasper Krik, Reliance; Alex. Jelouchan, Rock Springs; Peter Grohar, Reliance.

## Coal Here, There and Everywhere

THE annual meeting of the Southern Wyoming Coal Operators' Association was held at Cheyenne during August. Officials elected to administer its affairs the ensuing year were: T. J. O'Brien, President (Salt Lake City); W. J. Thompson, Vice-President (Denver); L. W. Mitchell, Treasurer and Executive Secretary (Cheyenne); Executive Committee, T. J. O'Brien, W. J. Thompson, and John Lucas.

The U. S. Bureau of Mines announces the appointment of Will H. Coghill (Roseville, Ill.) as Supervising Engineer of the Southern Experiment Station, Tuscaloosa, Alabama. The appointee has had fourteen years of practical experience as a mining engineer, having entered the service of the Bureau in 1917, also serving at various stations and offices, Seattle; Golden, Colorado; Miami, Oklahoma; Platteville, Wisconsin; Rolla, Missouri, etc.

The Soviet Republics' commercial agreement with the United States has been extended to run until August 6, 1939, and carries a clause that the Union of Soviet Socialist Republics has agreed to export to the U. S. not more than 400,000 tons of Russian anthracite during that period, the coal import excise tax of ten cents per 100 pounds carried in the 1932 Revenue Act being waived.

The 18th Session of the International Geological Congress will be held at London, England, July 31 to August 8, 1940.

Chile, South America, reports a shortage of coal this year of 100,000 to 200,000 metric tons per month. Her visible coal resources are slated by the Chilean Mining Association as facing the prospect of exhaustion within seven years, if production continues at the present annual rate of over 1½ million tons. The country would welcome importation, according to press statements.

Twenty-one coal companies operate a fleet of 308 vessels along the Great Lakes. Several of these boats carry 13,700 tons each, many others 12,600 tons.

England, France, Belgium, Switzerland, Holland, Germany, Poland, Czechoslovakia, Russia, Manchukuo, China and Japan are among the foreign nations engaged in making investigations of processes for manufacturing liquid fuels from coal. The processes used are the Bergius-I-G, and the Fischer-Tropsch.

During the first quarter of 1938, shipments of Scotch anthracite to North Atlantic ports in this country amounted to 20,355 long tons, with a value of \$174,000.

The 1937 production of coal in Canada amounted to 15,775,432 tons, the greatest since 1929, Nova Scotia contributing over 46 per cent. Anthracite imported from the United States and Great Britain during the year totalled 3,559,133 tons. Small tonnages from Germany, Russia, Belgium and Morocco were included in the amount named.

At the close of the half year (June) South Africa had 69 producing coal mines, with an output of 1,807,755 tons.

The State of Hyderabad, India, in 1937 produced 1,700,000 tons, the number of persons employed daily in the mines 12,000. Much has been accomplished in the way of improving underground working conditions, equipping hospitals along modern lines, providing good ventilation, etc.

The Carbon County fair and rodeo were regaled at Rawlins with a fine concert by the Hanna Band. Their offerings were well received by the huge crowd listening to the splendid organization which stands second to none in this section.

"A leader of men must make decisions quickly; be independent; act and stand firm; be a fighter; speak openly, plainly, frankly; make defeats his lessons; co-operate; co-ordinate; use the best of any alliances or allies; walk with active faith courageously toward danger or the unknown; create a staff; know, love and represent the best interests of his followers; be loyal, true, frank and faithful; reward loyalty; have a high, intelligent and worthy purpose and ideal. Do justice; love mercy; fear no man but fear only God."—*John W. Dodge.*

## Coal

THERE are three main reasons why coal is not being produced in quantities sufficient to give good running time to the mines.

Every employe should know these reasons and do what he can to help the management get better running time.

Last year there were 439,384,000 barrels of fuel oil used in the United States. This was equal to 109,871,000 tons of coal.

Fifty-six million nine hundred sixty-three thousand barrels of this oil came from foreign countries where labor is paid low wages and it is brought here and sold so cheap that coal cannot meet it.

There is a tax of one-half cent per gallon on this foreign oil but that has not stopped it from coming in. There should be a tax of 3 cents per gallon.

England protects its coal industry with a 3-cent tax; our government should do the same. It will do so if every person working in or who is interested in the coal industry will ask his Congressman and Senators to work for such a tax. Will you help?

Another competitor is taking our business. Natural gas used in 1937 was equal to 61,000,000 tons of coal. This gas is sold in an unfair way. Those who use it to cook with pay from 3 to 10 times as much for the same kind of gas as is sold to big factories. In 1936, the householder paid nearly 73 cents per 1,000 cubic feet. The industries paid a little over 10 cents for the same quantity. Sixteen percent of the gas cost the householders of the country 251 million dollars, while 79 per cent cost industries only 173 million. The other 5 per cent went for commercial use at 55 million. The price for household gas must come down in order to remove this unfair competition and industries should be made to pay a fair price for their gas. You can help by letting your Senators and Congressman and state utility commissioners know that the natural gas act must be amended to enable the Federal Power Commission to correct this abuse.

Another source of competition is hydro-electricity. Last year it was equal to 31,000,000 tons of coal.

We think our government is making a mistake in taking the taxpayers' money to build expensive dams and hydro plants which are used to generate power instead of coal. Just think what it would mean in better running time and the money in each man's pay envelope if we had not lost this business. You can help by expressing your views to your Congressman and Senator, and ask them to stop appropriating money for these projects. None of us likes the idea of losing work, when it is not helping anyone.

We hear a lot about cheap electric power. Get these figures and they came from the electric people themselves. If the current used in all households was free, it would save less than 3 percent in their

budgets. So again industries are the ones benefiting from low cost government produced or financed power. Our government should not furnish money secured from all taxpayers for the purpose of doing things that put men out of work.

Remember, many of you have wives, mothers, sisters and other members of your family who vote. If we all work together we can get better running time at the mines.

It will take action, not just words, but it can be done. We are not interested in or concerned with any man's political views. We are interested in helping the coal industry and those employed in it.—*National Coal Association.*

## The Croaker

Once on the edge of a pleasant pool  
Under the bank where 'twas dark and cool,  
Where bushes over the water hung,  
And rushes nodded and grasses swung,  
Just where the crick flowed outer the bog  
There lived a grumpy and mean old frog  
Who'd sit all day in the mud and croak,  
Till a blackbird hollered, "I say, yer know  
What's the matter down there below?  
Are ye in trouble, er pain er what?"  
The frog sez, "Mine is a turrible lot:  
Nothin' but mud an' dirt an' slime  
Fer me to look at jest all the time.  
It's a dirty world!" so the old fool spoke,  
"CROAKITY, CROAKITY, CROAKITY, CROAK."

"But yer lookin' down!" the blackbird said;  
"Look at the blossoms overhead;  
Look at the lovely summer skies,  
Look at the bees and butterflies.  
Look up, ol' feller; why bless yer soul,  
Yer lookin' down in a muskrat hole!"  
But still with a gurgling sob and choke,  
The blamed ol' critter would only croak.

And a wise old turtle who boarded near,  
Sez to the blackbird: "Friend, see here:  
Don't shed no tears over him, fer he  
Is low-down, just 'cause he likes ter be.  
He's one of them kind of chaps that's glad  
To be so mis-er-able-like and sad.  
I'll tell yer somethin' that ain't no joke,  
Don't waste yer sorrer on folks that croak."

"Life is an obligation. We are obligated to the Great Executive for the privilege of helping Him in His Work of bettering the world. Every time I see a man or woman going through life tearing down, through hate rather than building up, through Love, I seem to feel that he or she is a 'scab' in God's union—a union whose constitution is the Golden Rule and whose by-laws are founded on Service."—*Jerome P. Fleishman.*

## • Of Interest to Women •

### Choice Recipes

#### MAPLE-BAVARIAN CREAM

Two tablespoons granulated gelatin,  $\frac{1}{2}$  cup cold water, 2 cups boiling maple syrup,  $\frac{1}{8}$  teaspoon salt, 2 egg whites, beaten,  $\frac{1}{2}$  cup whipped cream.

Soak the gelatin for five minutes in the cold water. Add the syrup and stir until the gelatin has dissolved. Chill until slightly thick. Fold in the rest of the ingredients and pour into a mold. Chill.

#### SALMON PINWHEELS

Mix one can (1 pound) salmon,  $\frac{1}{4}$  cup crumbs, 1 tablespoon chopped onion, 3 tablespoons butter or margarine,  $\frac{1}{4}$  cup chopped olives, 2 teaspoons Worcestershire sauce, 2 tablespoons chili sauce. Beat 2 eggs; add. Roll 2 cups biscuit dough into oblong. Spread with salmon mixture. Roll up; slice. Bake in hot oven one-half hour. Serves four.

#### MOLDED ORANGE SALAD

One package orange flavored gelatin, 1 pint hot water, 1 orange, sections free from membrane, 1 banana, sliced.

Dissolve gelatin in hot water. Pour about  $\frac{1}{3}$  of gelatin into mold. Chill until firm. Chill remaining gelatin until slightly thickened. Fold in orange sections and banana. Turn into mold over firm gelatin layer. Chill until firm. Unmold. Serve on crisp lettuce and garnish with mayonnaise for salad, or serve plain with whipped cream for dessert. Serves six.

#### VEAL DELICACY

Two pounds breast of veal, 3 tablespoons butter, 2 tablespoons flour, 3 cups water, 1 onion, 4 cloves, 1 bay leaf, 1 tablespoon chopped parsley, 2 slices lemon,  $\frac{1}{8}$  teaspoon nutmeg, salt and pepper, 1 wine glass of white wine.

Cut veal into small pieces and put into a stew pan. Pour over the meat a sauce made by combining the butter, flour and water. Add the onion stuck with four cloves, the chopped parsley, the bay leaf, lemon slices, nutmeg and salt and pepper to taste. Stir in the white wine and cook all slowly for about two hours. Enough water and flour should be added before serving to provide plenty of creamy sauce. Strain sauce before serving.

#### CORN SOUFFLE

One-fourth cup chopped green peppers, 2 tablespoons minced onions, 2 tablespoons chopped celery, 1 tablespoon minced parsley,  $\frac{1}{3}$  cup water, 3 tablespoons butter, 4 tablespoons flour,  $1\frac{1}{2}$  cups milk,  $\frac{1}{2}$  cup corn, 3 egg yolks,  $\frac{1}{2}$  teaspoon salt,  $\frac{1}{4}$  teaspoon paprika, 3 egg whites.

Allow the peppers, onions, celery, parsley and water to simmer together for five minutes in a covered pan. Mix butter and flour. Add milk and cooked mixture. Cook slowly and stir constantly until a thick sauce forms. Add corn and yolks. Beat two minutes. Add rest of the ingredients. Pour into a buttered baking dish and bake in a pan of hot water for 40 minutes in a moderate oven.

### Filleting the Fish

It is quite easy to fillet fish, and with a little practice you can become as expert as the fishmonger. Only you must have a really sharp knife.

Remove the head and dry the fish to make it easier to handle. Cut down the middle with a sharp-pointed knife. Pass the knife under the fish, pressing it close to the bone and lifting the fillet up with the fingers as it comes away. Use long sweeping strokes with the knife.

When the fillet nearest the left hand has been removed, turn the fish around so that the next fillet to be removed is in the same position. It can then be removed like the first fillet with long strokes of the knife, working from the center backbone.

Turn the fish over and remove the two fillets on the other side.

This recipe is a good spicy one. Serve a salad bowl of greens, crusty yeast rolls, dessert, and beverage with it and then you have a full meal.

#### ITALIAN SPAGHETTI

One No. 2  $\frac{1}{2}$  can ( $3\frac{1}{2}$  cups) tomatoes,  $1\frac{1}{2}$  teaspoons cinnamon,  $1\frac{1}{2}$  teaspoons cloves,  $1\frac{1}{2}$  teaspoons nutmeg, 1 tablespoon celery salt, 1 medium onion, finely minced, 1 clove garlic, finely minced, 1 small can tomato paste,  $\frac{1}{2}$  pound mushrooms, chopped,  $\frac{1}{2}$  cup fat,  $\frac{1}{2}$  pound round steak, ground, 2 8-ounce packages spaghetti. Serves eight.

Cook tomatoes, spices, chopped onion, and garlic together, simmering for about one hour. Add tomato paste. Saute mushrooms in fat. Skim out mushrooms and add to tomatoes. Brown meat in the same fat. Add meat and fat to tomatoes. Simmer for another one-half to three-quarters hour. Pour hot sauce over cooked spaghetti and serve with grated Italian cheese.

To cook spaghetti in long pieces: Have a kettle of boiling salted water ready. Place ends of spaghetti in water and as spaghetti begins to soften coil it around into the kettle. Cook until tender, about 20 minutes. Drain through colander. Let cold water run over spaghetti. Reheat by pouring boiling water over spaghetti and steaming over hot water, about 15 minutes.

## The Pantry Shelf

THE most important factor influencing edible quality of vegetables is the manner of cooking, providing the vegetable is harvested at the proper time and stored at a suitable temperature, declares Harriet Morgan Fyler, in her article, "Vim, Vigor and Vegetables" in *Hygeia*.

Slow cooking and overcooking are always to be avoided. Fresh vegetables should be cooked in rapidly boiling salted water, which has been boiling several minutes to drive out the air. This reduces the oxidation of vitamin C to a minimum. To preserve the green color, green vegetables should be cooked with the lid off the kettle.

Mild flavored vegetables like freshly shelled lima beans and peas should be cooked in barely enough boiling salted water to keep them from scorching. One-half cupful of water to two cupfuls of shelled peas or beans is usually sufficient. A pinch of sugar added to the cooking water helps the flavor. Stronger flavored vegetables like cauliflower and cabbage may be cooked in larger amounts of boiling salted water in an uncovered kettle.

If one is to get the greatest epicurean delight the vegetables must be picked while they are young and tender. As the vegetables grow older the sugar in them changes to cellulose, thus causing the vegetable to be fibrous. Little lettuce, no bigger than rose leaves, is a delicacy one does not forget. Baby cauliflower just large enough to serve one person is an extravagant but delicious dish.

Fresh pea pods are full and sappy when bruised with the finger nail. When the pods start drying out, the pea seeds are fibrous and flavorless. Fresh lima bean pods are dark green, brittle and well filled. Peas and lima beans should be purchased in the pods, as flavor is always sacrificed when those already shelled are purchased, and in addition the purchaser pays for the labor of shelling.

## Beauty in Clean Dishes

TO THE woman with true domestic instincts, the shining dishes and glassware and silver in the pantry are a constant source of satisfaction. And well may they be. For there is beauty in clean dishes—an orderly beauty that more than compensates for having to wash them every day.

Not that there's any need for laboring over the dishpan. The secret of quick and easy dishwashing is well-scraped dishes, a constant supply of clean, hot suds, and rinsing in hot water. Soap removes grease. A boiling rinse kills germs. The dish water should be changed often enough to give a clean, soapy bath to all the dishes, not just those that had the luck to go into the dishpan first.

If properly systematized, most of the work of dishwashing can be done in advance while the food is being prepared. Mixing bowls, measuring spoons, rolling pins and such things are washed and wiped and whisked away in lax moments during cooking. Spills are mopped up the minute they occur. Left-

over cooking ingredients are placed in the refrigerator or relegated to the garbage. When the cooking utensils have been emptied, they are filled immediately with soapy water—hot water for those that held sugar or syrupy mixtures, cold for the containers of eggy substances, milk or cream.

Unless there is some reason for hurrying the dinner, plates can be scraped between courses, rinsed under the faucet, and neatly stacked for later washing. This done, the housewife and her helpers return to the table for dessert and coffee and conversation, serene in the knowledge that most of the work has been done.

Mary Davis Gillies, associate editor, "McCall's Magazine," says that the kitchen is today the most important room of the house and that the average woman spends more money on it than on any other room. Writing in "Retailing," Mrs. Gillies said that a study of the home furnishing purchases of 949 women of average family income from twelve different towns showed that the two rooms of the house in which the most money was spent were the living-room and kitchen. In these two rooms, more money is spent on kitchen equipment than on living-room furniture.

## Household Hints

IF YOU have lipstick stains on white linens, soak them out with vinegar, full strength. If the stain is in colored material, use half vinegar and half cold water.

Baste the buttonholes in knitted garments together—to keep them from stretching when they are ironed. You can easily remove the threads when the garment has dried.

For those who like to have on hand a supply of interesting ingredients for summer drinks, there is a new carbonated strawberry juice put up in bottles. The liquid is sweetened, all ready to be put on the ice for homemade strawberry sodas. It can also be served chilled without ice cream.

When finishing ironing a long sash curtain, spread it out over a large piece of furniture until it is thoroughly dry before handling any further. If possible, hang it right on the rod and let it dry there, but avoid as much handling as possible while still damp, as these wrinkles are apt to stay in when formed while damp.

Because knitted suits may not be hung up on a hanger they are more inclined to acquire a heavier odor than most of milady's frocks. Double them over the lower straight rod of the clothes hanger and place in a good draught of air before putting away flat in the bureau drawer. Never put them away the least bit damp from wearing and include

(Please turn to page 448)

## • • *Our Young Women* • •

### Fads and Fancies in Fashions

FURS of every kind are more important than ever. Vertical workings are notable. Fur coats are the outstanding feature of many ensembles. Many fur-lined coats appear for all occasions. Lavish long fur trimmings are evident on afternoon and evening coats.

While classic furs continue to hold their own, many new exotic pelts and freak foxes are seen. There is a big revival of skunk and Siberian lynx. Other furs to make their appearance are fisher, monkey, bearskin, moufflon, zorinos, Alaska seal and beaver.

A Mongolian trend is noted in sports furs. Bulky long-haired box or swagger coats have gigantic fur hoods; on woolen jackets or coats they may be attached or separate. Many detachable fur collars or collarettes in all styles may be worn on coats or dresses. Muffs are large; they may be round, supple, bolster shapes or draped. Fur-trimmed gloves accompany the majority of ensembles. Fur waistcoats abound. There are many clever transformation arrangements.

Tailored suits assert their independence of the picturesque influence. They have simple, slim or full-pleated skirts. Broad shoulders and plain sleeves are the order of the day.

Suits for autumn and winter are going to have quite short skirts, many with a pleat back and front making walking very comfortable and generally showing a great variety of form and color. Buttons appear on both coats and dresses to emphasize lines and make patterns, while the pocket flap has been multiplied in numbers to give Venetian blind effect at sides or on back and front panels.

Square shoulders continue to some extent, some three-quarter length examples in jackets making absolute rectangles, but the plainly cut black suit will be as popular as ever, with or without an inconspicuous white stripe, and in light weight material for preference. Some coats will be of a different color from their complementary skirts.

The necklace made of glass bubbles that can change its hue by being rethreaded on a different color string is very fashionable. It is often fastened with a posy that is tied with ribbon bows.

Tweed jackets and sweaters are the perfect background for odd little pins in pleasantly silly shapes. Tiny leather purses, about two inches across, dangle

from some pins. Others have miniature gloves, white trimmed with red, made in France by hand with infinite patience, complete with buttonholes and faggoting.

Attractive jewelry made of a light-weight composition so that it should feel cool about the wrist and neck in even the hottest weather is made in the shape of garlands of realistic fruit. There are bracelets and necklaces of raspberries with green leaves, black caps, yellow gooseberries. These ought to be fetching with summer cottons or printed frocks, and could be worn effectively with gingham or cotton evening things.

Big, smooth handbags, some flat, some pouchy with odd shapes, are made of leather treated to look like crisp, cool white pique. A deep white capeskin bag trimmed with loops of grosgrain ribbon in bright colors matches a pair of white capeskin gloves also trimmed with the grosgrain. This ought to look particularly well with an all-white ensemble.

Scotch motifs, such as Glengarrys, tams, gold and silver ornaments, cairngorms—in fact, anything pertaining to the highlands—jumped into favor. Restrained military details or decorations, royal colors, fantasy busbies are also present.

For women who want to steal a march on autumn and get their hands in city condition now, counteracting the effects of summer sports and gardening, there are two new preparations. One is a hand lotion with a fresh flower odor, to be used after each hand washing and worked well into the cuticles and under the nails. This is supposed to prevent soil from working in and to leave the hands specially smooth and white after they are washed. The other is a rich lubricating cream to be worked into the hands at night and left on all night. The cream and lotion can be used on hands and elbows, also.

A lipstick that looks and works like a mechanical pencil, and is no thicker than a fat pencil lead, is for outlining the lips to give them a clear definition. It comes in three shades of red. There are ordinary lipsticks to match, for filling in the neat outline.

The sweater belts displayed at some shops should attract attention. They are narrow to the point of stringiness, like all proper sweater belts, and they have neat but fanciful little buckles that are quite a departure from the usual staid sort of thing. In-

tricate leather working at the buckles is in loops or in stitched flat links in odd shapes. Some are pig-skin, some are of smooth dark leathers.

Sleeveless jerkins to wear over sweater or under tweed jackets as double insulation against the weather are made of fabric or leather. One of thin-wale corduroy is cut like a Dutch boy's jacket, with high wide revers that can be worn closed, buttoned at the shoulders or open. The jacket is reversible, tan on one side and dark brown on the other. There is a reversible callot to match. A simply cut suede jerkin without sleeves comes in spruce green, gold, brown or pale pink. These jerkins are excellent to wear over a heavy sweater for skiing.

A long-sleeved suede jacket made with a little fullness here and there feels roomy and comfortable on and does not make one look as if one had been laced into a strait-jacket the way some of them do. The jacket has smooth yoke shoulders, below which the body of the jacket, both front and back, is attached with gathers; it fits snugly over the hips; its sleeves are fullish and close in tightly at the wrist; it is available in a wide range of dark colors.

## The Personal Touch

Good grooming depends on how you feel as well as on how you look. If you don't feel well-groomed you might as well be wearing last year's clothes.

A little thing like the state of your dress shields makes a big difference in how you face the world. A soiled slip may not show, but it will spoil that delectable feeling of down-to-the-skin daintiness.

There's nothing so important about underwear as absolute cleanliness. In summer, especially, when pieces worn next to the skin become perspiration-soaked so quickly, they should be washed with soap and water, the sooner the better.

Slips, brassieres, foundation garments and step-ins—all need frequent tubbing. If they become the least bit dingy, you'll find yourself ill at ease and uncomfortable in your smartest frock.

## Of Interest to Women

(Continued from page 446)

a nice bag of sachet in the drawer where you keep your suits.

Since the days when our colonial ancestors first decorated bed covers with the wicks that they also used in candle making, candlewick bedspreads have been popular. One reason besides their attractiveness is the fact that they can be laundered so easily. A washing machine tub full of lukewarm water, with thick, live lather, cleanses a spread in practically no time. After thorough rinsing, no ironing is necessary. A little light brushing with a clean whisk broom sometimes can be done as a finishing touch.

## Activities of Women

SINCE September, 1937, when the state admitted women to jury duty, approximately 12,000 have enrolled in New York City alone.

Lily Pons, opera singer, recently was promoted from officer to chevalier of the French Legion of Honor for "very signal services rendered French art abroad."

Miss Ruth A. Erny, 27-year-old telephone company worker in Elizabeth, is New Jersey's only woman deputy fish and game warden. She wears a gold plated badge.

Ethel Barrymore Colt is carrying on the family tradition this summer with the Jitney Players, which will tour through Pennsylvania, New York, and New England with Sardou's "Diplomacy" and three other plays.

May Robson, the only great-grandmother among the film stars, recently observed her 73rd birthday by getting up at 6 a. m. to go to work in a studio in Hollywood, Cal. Her career began on a stage in Brooklyn, N. Y., in 1883.

Geraldine Farrar, great prima donna of the Metropolitan Opera in the "Gerryflapper" era of pre-war days, has been elected one of twelve women trustees of the New England Conservatory of Music in Boston, Mass. Miss Farrar, long since retired from the lyric stage, now lives in Ridgefield, Conn.

The nursing staff of the health department of New York City made more than 600,000 visits to the homes of sick persons in 1937. The nurses taught 2,500 parents' classes, with a total attendance of more than 21,000. They also assisted in 400,000 physical examinations of children in public and Catholic schools, besides helping in 165 clinics and other medical services.

Miss Florence Holden of Berkeley, Calif., was recently married by proxy over the radio to Maurice Miller, British vice consul at Barcelona, Spain. He could not get a leave of absence and she could enter Spain only as his wife—so the marriage took place via radio while she was traveling by ship on the high seas.

Japan's mighty army in the Chinese war has been increased by 6,000 through the action of Huang Pa Mei, young "queen of the pirates," who recently surrendered herself and her force of buccaneers to the Japanese. The buccaneers were the scourge of China in time of peace, river craft being particularly vulnerable to their attacks.

## • • Our Little Folks • •

### A Rose from Homer's Grave

ALL THE songs of the east speak of the love of the nightingale for the rose in the silent starlight night. The winged songster serenades the fragrant flowers.

Not far from Smyrna, where the merchant drives his loaded camels, proudly arching their long necks as they journey beneath the lofty pines over holy ground, I saw a hedge of roses. The turtle-dove flew among the branches of the tall trees, and as the sunbeams fell upon her wings, they glistened as if they were mother-of-pearl. On the rose-bush grew a flower, more beautiful than them all, and to her the nightingale sung of his woes; but the rose remained silent, not even a dewdrop lay like a tear of sympathy on her leaves. At last she bowed her head over a heap of stones, and said, "Here rests the greatest singer in the world; over his tomb will I spread my fragrance, and on it I will let my leaves fall when the storm scatters them. He who sung of Troy became earth, and from that earth I have sprung. I, a rose from the grave of Homer, am too lofty to bloom for a nightingale." Then the nightingale sung himself to death. A camel driver came by, with his loaded camels and his black slaves; his little son found the dead bird, and buried the lovely songster in the grave of the great Homer, while the rose trembled in the wind.

The evening came, and the rose wrapped her leaves more closely around her, and dreamed: and this was her dream.

It was a fair sunshiny day; a crowd of strangers drew near who had undertaken a pilgrimage to the grave of Homer. Among the strangers was a minstrel from the north, the home of the clouds and the brilliant lights of the aurora borealis. He plucked the rose and placed it in a book and carried it away into a distant part of the world, his fatherland. The rose faded with grief, and lay between the leaves of the book, which he opened in his own home, saying, "Here is a rose from the grave of Homer."

Then the flower awoke from her dream, and trembled in the wind. A drop of dew fell from the leaves upon the singer's grave. The sun rose, and the flower bloomed more beautiful than ever. The day was hot, and she was still in her own warm Asia. Then footsteps approached, strangers, such as the rose had seen in her dream, came by, and among them was a poet from the north; he plucked the rose, pressed a kiss upon her fresh mouth, and carried her away to the home of the clouds and the northern lights. Like a mummy, the flower now rests in his "Iliad," and, as in her dream, she hears

him say, as he opens the book, "Here is a rose from the grave of Homer." — *Hans Andersen's Fairy Tales.*

### Home, As Seen by the Poets

The more fool I. When I was at home I was in a better place; but travelers must be content.

—*Shakespeare* (1569-1616)

From our own selves our joys must flow,  
And that dear hut, our home.

—*Nathaniel Cotton* (1707-1788)

And hie him home, at evening's close,  
To sweet repast and calm repose.

—*Thomas Gray* (1716-1771)

Who has not felt how sadly sweet,

The dream of home, the dream of home,  
Steals o'er the heart, too soon to fleet,

When far o'er sea or land we roam?

—*Thomas Moore* (1779-1852)

Home, home, sweet, sweet home,

Be it ever so humble, there's no place like home.

—*John Howard Payne* (1792-1852)

Peace and rest at length have come

All the day's long toil is past,  
And each heart is whispering "Home,  
Home at last."

—*Thomas Hood* (1798-1845)

The beauty which old Greece or Rome

Sung, painted, wrought, lies close at home.

—*John Greenleaf Whittier* (1807-1892)

Oh, to be home again, home again, home again!

Under the apple boughs, down by the mill!

—*James Thomas Fields* (1817-1881)

Then my old Kentucky home, good night!

—*Stephen Collins Foster* (1825-1913)

Melbourne, Australia, boasts the only children's church in the world. Excepting teachers, preachers, and voluntary helpers, no one may enter the 60-year-old church who is over the age of 16.

Junior: "Gee, daddy dear, there is a man at the circus who jumps on a horse's back, slips underneath, catches hold of its tail and finished up holding onto the horse's neck."

Daddy: "That's easy. I did all that the first time I ever rode a horse."

## Boy Scout Activities

**D**URING his recent visit to New York City, Howard Hughes, noted 'round-the-world aviator, was introduced to Dr. James West, Chief Scout Executive, the latter reporting that Mr. Hughes' eyes sparkled, and with a great deal of satisfaction, he informed Dr. West that he had been a Scout as a boy, and the training he had received had been beneficial to him. He recounted that, upon one occasion, he attended Dan Beard's camp, further, that the four companions accompanying him on his long trip had been Boy Scouts and had profited from such training.

Douglas Corrigan, the Los Angeles young man who lately navigated an "old crate" of a flying machine across the Atlantic Ocean from New York to Ireland, in early days was a Boy Scout.

A training conference for Scout executives of Region 12 was held at Yosemite National Park, September 18th to 23rd.

## Schools

**T**HE Board of Trustees of Wyoming University, at its August session, made six faculty appointments: Miss Hallene Price, Assistant County Home Demonstrating Agent; Miss C. M. Nesbitt, Home Demonstrating Agent, Goshen County; Ben F. Kohrs, County Agent, Campbell County; N. D. Bassford, Assistant in Agriculture, Economics Department; K. L. Johnson, Bacteriology and Pathology Instructor; and T. A. Smedley, Assistant Professor of Law.

The Wyoming University Annual Homecoming is slated for October 22nd. The "piece de resistance" will be the football game between Wyoming and Denver University.

Edward Samuels has received an appointment as engineer of the local Junior High School to succeed Henry Dalgas, who retired following twenty years' service.

William Daniels will be assistant fireman at Washington School.

Ten new faces will be seen at the Superior schools for the ensuing school year, six of the vacancies caused by marriage, four by those accepting positions elsewhere in the state.

C. W. Kurtz, Superintendent of Schools at Reliance, accompanied by his wife, has returned from a summer spent at Greeley, Colorado, and Buffalo, Wyoming.

The total enrollment at Rock Springs was expected to reach 2,100.

## MAKING A GOOD IMPRESSION

Teacher: "Surely you know what the word 'mirror' means, Tommy. After you've washed your face and hands, what do you look at to see if your face is clean?"

Tommy: "The towel, ma'am."

## News About All of Us

### Rock Springs

John Meals was on the sick list for ten days.

Mr. and Mrs. John Soltis and children, of Superior, visited at the William Matthew home.

James Retford and family have returned to their home in Peerless, Utah, after having visited here with Mr. Retford's brother (John and family).

Mrs. J. D. Hereford was a surgical patient at the Wyoming General Hospital.

Albert Willson has returned to his home in Amarillo, Texas, after having spent a two-weeks' vacation here with his parents, Mr. and Mrs. William F. Willson.

Mrs. John Kudar, Sr., suffered a fractured left wrist when she slipped from a chair at her home on Clark Street.

Paul Hovorka underwent a minor operation at the Wyoming General Hospital.

Mr. and Mrs. Jack Adams, Jr., of Laramie, visited here at the home of his parents.

Miss Charlene Crofts, of Torrington, visited here with her grandparents, Mr. and Mrs. Charles W. Crofts.

Thomas Smith, Sr., and family visited friends in Salt Lake City, Utah.

Florence and Albin Johnson of Laramie visited here with their grandfather, Axel Johnson.

Mrs. Matt Perkovich is a medical patient at the Wyoming General Hospital.

The John Stafford family visited with relatives in Saratoga.

Mrs. Ed. Hoyer was honored at a surprise birthday party arranged by her friends. Five Hundred was played and a luncheon served. Mrs. Hoyer was presented with a gift.

Oscar Brown and family have moved into the house recently vacated by Mrs. William Jones on Tenth Street.

A house-warming party was given in honor of Mrs. Henry Krichbaum at her new home on Arapahoe Street. Mrs. Krichbaum was presented with a floor lamp.

Carl J. Carlson was a business visitor in Cheyenne.

Mrs. W. B. Anderson and daughter, Gretchen, are spending a vacation in Denver and other points in Colorado.

Mike Filipovich was confined to his home with illness.

Mr. and Mrs. Malcolm Condie have returned from a vacation spent in Canada. They were accompanied on the trip by Mr. and Mrs. George Mitchell.

Mr. and Mrs. Louis Haller of Ogden, Utah, visited at the home of Mrs. Haller's parents, Mr. and Mrs. D. V. Bell.

E. F. Phelps and family have gone to Arkansas where they expect to locate.

Miss Frances Peters is visiting with friends in Ogden, Utah.

Mrs. Attilio Dellai has returned from a three months' visit with relatives in Germany.

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## Reliance

Mr. and Mrs. Ernest Morrow and family and Mr. and Mrs. Neil Thompson and daughter spent the Labor Day holidays at East Fork, fishing.

Mr. and Mrs. Joe Lloyd, of Denver, visited recently at the home of Mrs. J. Robertson.

Lois Welsh, daughter of Mr. and Mrs. Steve Welsh, had the misfortune of breaking her collar bone while at play.

Mr. and Mrs. Mike Duzik and daughter, Joan, spent the Labor Day holidays in Colorado.

Miss Afton Baxter has returned from Ogden, Utah, after spending several months there.

Mr. and Mrs. L. Presley and son, of Evanston, visited recently with the William Sellers and James Kelley families.

Several parties were held this month; among them was one for Matthew Morrow at his home, and one for Frances Jean Korogi at the Bungalow.

Mr. and Mrs. John Willson and daughter are vacationing in Denver, Colorado.

Mr. and Mrs. Johnny Bastalich and Mr. and Mrs. Dan Bonuchi spent Labor Day in Jackson.

Jack Easton is at home now after spending the summer in American Falls, Idaho, with his grandmother, Mrs. J. Booth.

Yoshika Hattori, of Ogden, Utah, is visiting with her parents, Mr. and Mrs. H. Hattori.

Miss Dora Ackerslund, of Evanston, visited at the Walter Johnson home.

Mr. James Zelenka is a patient in the Wyoming General Hospital in Rock Springs.

Miss Norma Buckles is leaving for Laramie where she is going to attend the university. This will be her first year.

## Superior

Mr. and Mrs. Robt. Guy of Park City, Utah, were renewing friendships here during the month.

Mrs. Roger Lessen and daughter have returned to their home in Chicago after visiting at the home of her mother, Mrs. L. R. Moore.

Mrs. Pete Stockich, Mrs. Andrew Menghini, Mrs. William Hackett and Mrs. Matt Arkle were hostesses at a miscellaneous shower at the Community Building on Wednesday evening, August 17th, in honor of Miss Lorene Arkle. Miss Arkle became the bride of Fred Menghini on August 30th.

Mrs. Violet Davis has returned from Salt Lake City where she underwent a major operation.

Mr. and Mrs. M. J. Arbuckle spent their vacation in South Dakota and Colorado. They also attended the American Legion convention in Cheyenne.

Wm. Osborn of Green River is substituting for Stanley Lisher who is spending his vacation in Washington.

Miss Dorothy Scott, of Pocatello, Idaho, daughter of Mr. and Mrs. C. G. Scott, has been renewing friendships in Superior this month.

Max Magagna died at the Wyoming General Hospital, Monday evening, August 22nd, after a lingering illness. He is survived by his wife and two children. Funeral services were held at the South Side Catholic Church in Rock Springs on Saturday, August 27th.

Mr. and Mrs. Wm. McIntosh and Mr. and Mrs. A. E. Barwick spent a recent week-end in Mountainview visiting relatives.

Mr. and Mrs. Henry Squires and son, of Logan, Utah, and Mrs. Katherine Kehoe, of Ogden, visited over Labor Day at the home of Mr. and Mrs. Chas. Dean.

Mrs. John Milliken and children, of Hanna, are visiting at the home of Mr. and Mrs. Hugh McLean.

## Winton

Miss Myrtle Henderson and James Morris were united in marriage at Manila, Utah, on August 17, 1938. Miss Dorothy Henderson, sister of the bride, and Mr. Wm. Tait were attendants. The young couple will make their home in Superior, Wyoming, where the groom is employed. The community extends congratulations.

Mrs. James Henderson and children visited with relatives in Salt Lake City, Utah.

Mr. and Mrs. Frullo, of Canon City, Colorado, visited at the home of their daughter, Mrs. Chas. Besso.

Sherman Hicks, son of Superintendent F. V. Hicks, has left for Salina, Kansas, where he will enter the St. John's Military Academy for the fall term.

Mr. and Mrs. Stewart Tait and son, Bobby, visited with relatives in Kemmerer, Wyoming.

Dr. and Mrs. Ed. Linbloom, of Cheyenne, Wyoming, spent the Labor Day holidays visiting at the home of Mr. and Mrs. Hans Madsen.

A wedding shower in honor of Mrs. James Morris was given at the Community House on September 7, 1938, a large number of friends attending. The evening was spent at cards and a delicious lunch was served at the close of the evening. Mrs. Morris received many beautiful gifts.

Mrs. Catherine Marceau and son, Wilfred, and niece, Mrs. Weber, were Salt Lake visitors over the Labor Day holidays.

Mrs. Pete Henderson and children have returned from an extended visit with relatives in Perry, Utah.

Mr. and Mrs. Caparelli and son, of San Diego, California, visited at the home of Mr. and Mrs. Jack Hogan.

Mr. and Mrs. James Harris, of Louisville, Colorado, visited with their son, Thomas, at the Pecolar home.

A surprise birthday party was given in honor of "Grandma" Wilcox at the Community House, the evening being spent playing 500 and hunko. "Grandma" was the recipient of many gifts.

## Hanna

Reverend and Mrs. Virgil Brown, Mrs. C. Pomeroy, Charlotte Ainsworth, Marian Jean Meredith, Dorothy Norris, Josephine Briggs, Phyllis Hapgood and Lenore Burford attended the Epworth League Institute at Medicine Bow Lodge.

Mrs. Lynn Smith and daughters and Miss Anna Klaseen spent a few days in Salt Lake City.

Mr. Clayte Hume of Pine Bluffs, Wyoming, stopped over with friends enroute from a visit to his mother in Washington state. Mr. Hume was principal of the Hanna school several years ago.

Mr. and Mrs. Doyle Weese and children motored to Colorado to bring home Junior Weese, who has been spending the summer with his grandparents.

Mrs. Dave Brown, of Rock Springs, and Mrs. Johnson (nee Nellie Olofson) and two sons, of Robertson, Wyoming, were called to Hanna by the illness of Mrs. Olof Olofson.

Albin and Anna Klaseen motored to Hotchkiss, Colorado, to attend the funeral of their uncle, Charles Klaseen, who

died in Denver after a major operation. Mr. Klaseen was a resident of Hanna thirty years ago where he worked as carpenter. He moved with his family to a farm in Colorado, where he has lived since. Mr. Klaseen was 69 years old and leaves as survivors a wife and two sons.

Mrs. John Campbell and daughter (Mrs. Lena Ekman and daughter, Lesley) returned from a visit in California.

Mr. and Mrs. N. P. Nelson, of Casper, visited with the Klaseens on Labor Day. Mr. Nelson is Mrs. Klaseen's nephew.

Mrs. Godfred Holteen, of Colorado, and son-in-law and daughter (Mr. and Mrs. Belknap of Rawlins) were callers on Mrs. Klaseen recently.

Reverend Hills, of Casper, held the first quarterly conference of the Methodist Church at the Community Hall on September 12th when a covered-dish supper was served.

Mr. and Mrs. Lynn Smith had as their guest, Mrs. Smith's cousin (Fritzhoff Hansteen, officer on a boat off the coast of China) who was on his way to Norway and Germany to visit relatives.

The Hanna public school opened on August 29th with the return of the entire staff of teachers whom we welcome back and wish a successful year.

The Reverend Father Roberts and Annie Tavelli and nieces (Patricia and Ruth of Colorado) were the guests of Mr. and Mrs. Bert Tavelli during August.

Donna and Joe Rogers, who spent the summer here with their grandparents, Mr. and Mrs. Joe Lucas, returned to their home in Winton to attend school.

Word was received from Seattle, Washington, of the death of Mr. John Grooman, old timer of Carbon and Hanna, who passed away after a major operation. Mr. Grooman, wife and family moved to Medicine Bow from Hanna several years ago from whence they moved to Washington.

Mr. and Mrs. Amos March left for England where they will visit relatives.

Mrs. Mary Thomas had as her guests for a few days her nephew, John C. Brown, John Garrett and Geo. Seek of Richmond, Mo.

Mr. and Mrs. Pete Owens and family spent a few days in Cheyenne when Mr. Owens was a delegate to the American Legion convention.

Among those who were in Cheyenne for the Knights of Pythias and Pythian Sisters Grand Lodge were Mr. and Mrs. H. Renny, Mr. and Mrs. Henry Jones, Mr. and Mrs. Bert Taylor, Mrs. Hannah Dickinson, Mrs. Chas. Fink and Miss Bertha Ekman and others.



Jack Smith paid a visit to Yellowstone Park during the week-end previous to Labor Day.

"Jack" Duffy, of the Vice President's staff, "vacated" in the Park also, and took his "trusty" camera along, and was successful in getting some fine pictures.

Vieno Singo, Purchasing Agent's office, accompanied her mother to Salt Lake City late in August, the latter undergoing a delicate eye operation. She was relieved of office duties by Miss Helvi Laitinen.

Arvo Mackey and wife spent their vacation at Denver.

Auditor Frank Tallmire returned to his native heath (Iroquois, Ontario) for two weeks. While in that vicinity, he spent a few days at Ottawa, pronouncing it a beautiful spot.

General Manager of Stores, E. R. Jefferis, went on a buying trip to St. Louis, Chicago, and Omaha, bringing back with him his wife and son, who had been vacationing at Hannibal, St. Louis, and other points.

Miss Lenora Sellers, Clerk in the Accounting Department for many years past, was married at Farmington, Utah, on September 13th, to Ora Wright, of Farson, Wyoming. A brief honeymoon was spent in Idaho, following which they will take up their residence in the Eden Valley country. Hearty congratulations from their many friends in the General Offices.

C. H. Williamson and T. J. O'Farrell, of the Accounting Department force, were on the sick list for some period during September.



Ladella Louise Crombie, five-year-old daughter of Mr. and Mrs. John Crombie of Hanna. Mr. Crombie is a barber having his shop in the theatre building.

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"Where Your Dollar is a Big Boy All the Time"

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